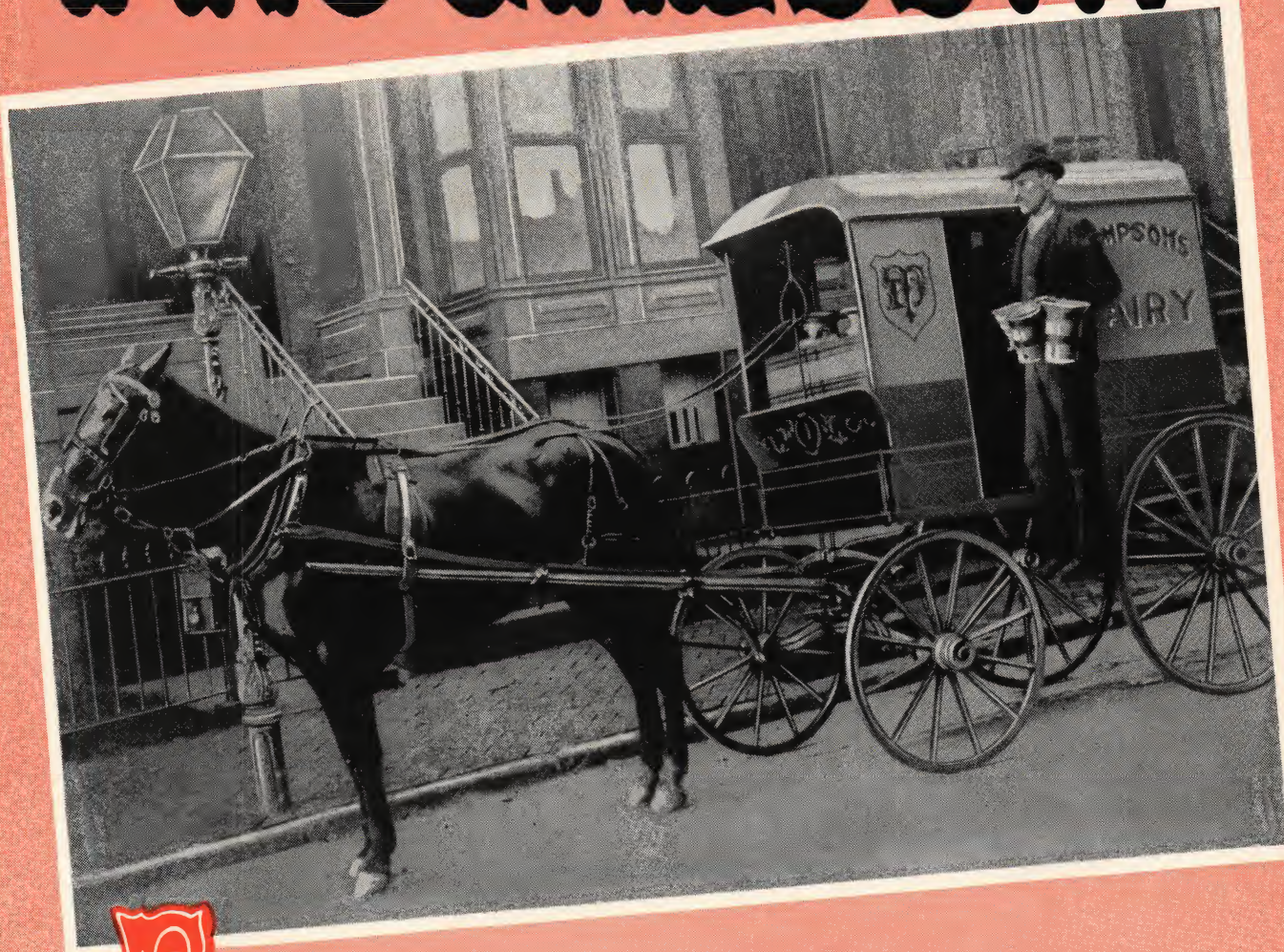


The
Teamster

AUGUST 1949

In This Issue
DAIRY DIVISION DRIVE

PROGRESS...



F

FIFTY YEARS AGO, this was a "modern" milk delivery wagon. Even then, the dairy unit which rolled through the streets of the nation was remarkable for its trim efficiency and sparkling neatness. Our dairy delivery system has come a long way from the day when the Teamster jumped from his horse-drawn carriage and carried a pail of milk into the house.

Today, the dairy industry looks on a past packed with accomplishments and a future filled with promise. Union Teamsters are proud of their contribution to the growth of this great industry, which in turn has made a major contribution to the nation's health.

The International Teamster



DANIEL J. TOBIN • Editor
THOMAS E. FLYNN • Assistant Editor

Vol. 46 AUGUST, 1949 No. 8

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Labor and Peace

World War II ended four years ago this month, halting the greatest tragedy civilization had ever suffered. When Japan capitulated August 14, 1945, a burden of blackness was lifted from the world, whose wisest leaders and humblest workers vowed they would take steps to save other generations from the grim processes of war.

Only recently, leaders of free labor met in Geneva, Switzerland, to establish the foundation for a truly democratic world labor organization. It is difficult to grasp the full significance of this endeavor, which may well be one of the real stepping stones to a lasting peace. The Teamsters' International Union is proud to support this movement, not only with liberal financial contributions, but with the full strength of its great membership. A report on the Geneva Conference will be found on page 23.

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Timely Remarks

by DANIEL J. TOBIN

An Important Mission

By the time you read this our good friend, Dave Beck, whom nearly all trade unionists know well, especially the membership of the Teamsters, will be traveling through England, France or Germany. Dave needs a little rest and a little relaxation from the hard work that he has had to endure in recent months as one of the hardest working trade union officials in the United States. In addition to this he needs the experience of personal touch and conversations with the British Trade Union leaders and with the other men of labor who are struggling for existence in Germany, in France and Italy.

The writer, your President, learned more on his first visit to England as a delegate to the British Trade Union Congress in 1911 than he could have read in all the books printed and published dealing with labor, politics and economic conditions on the other side of the Atlantic.

It was indeed a distinct honor and a tribute to Dave Beck when the Executive Council of the American Federation of Labor unanimously chose him as one of the two representatives to attend the British Trade Union Congress which opens early in September, as the spokesman for American Labor. I am sure Dave will do credit to the American labor movement with his contacts with the great fighters of the labor movement in England who are fighting a life and death struggle for the principles of freedom and justice upon which our Americanism is founded. I am sure also that he will return with a fund of information which will not only help him, but will help the entire membership of labor and especially the International Brotherhood of Teamsters.

There were several other prominent labor men who were desirous of this position which was unanimously bestowed on Dave Beck, but all of them

withdrew when his name was suggested by President Green of the American Federation of Labor.

Dave may fly over but this writer, who flew over once, wishes that he would not fly, but that he would take a five- or six-day rest and relax on one of the modern passenger steamships now traveling the ocean between the United States and England, the two leading democracies of the civilized world.

I am sure that he will helpfully spread the name and good will of the Brotherhood of Teamsters which has many friends in England and in other countries in which he may travel.

We bid him bon voyage and we will be praying and wishing for his safe return because he and his type of mankind is so much needed in these dark days in the labor movement of America.

England Faces A Crisis

The financial and economic situation and conditions in England are indeed something of a serious nature to say the least. England in the second war lost a great many of her possessions. India, one of England's richest holdings, which was controlled for nearly a century by the British Government, is now on its own and most of the tribute coming from India with its millions of people is now almost at an end. South Africa, Canada, Australia and other countries which were a part of England at one time and which were settled first and governments set up in those countries by the British, have all they can do to take care of themselves and they are no longer, as far as I can see the picture, much of a financial help to the mother country.

It is true that those countries trade with England. They also exchange goods and business with each other but only when they can do just as well with the British Government as they can with any other country. The heads of the governments of those countries are watching the dollars also, and they are looking for all they can get for every dollar in all of their purchases. Canada supplies wheat and flour for England and in return England undoubtedly exchanges iron and steel, manufactured textiles and other products for which England in the days past was exceptionally famous.

England's Food Plight

We have been reading in the papers recently where England has entered into a trade agreement with Argentina. The agreement embodies the exchange of British oil, which also means gasoline, for beef from the Argentine. The people of Eng-

land, with its 43 millions, do not raise enough food or meat to supply one-third of the population. Therefore, they have to get their foodstuffs from other countries. In looking over the history of England, and especially its experiences in recent wars, it is awe-inspiring to visualize what the British people must have suffered in recent years from lack of food and other necessities of life on that little island with its millions of working people, when one considers that they are not capable of raising foodstuffs sufficient to feed themselves. As the situation stands now, half of the working people of England are only getting one-half enough of the meats and other body-building foodstuffs that they need to live and work.

I listened to a splendid speaker the other evening at a dinner in Indianapolis who had just come back from the other side of the water, and the picture he painted of conditions throughout Europe could not help depressing the average American. This man, of course, was a capitalist, a newspaper owner, and it was only natural for him to despise and hate anything like a socialist government in England. He almost lined up the socialist government of England with the communist government of Russia, but there is as much difference between the socialist government of England and the communist government of Russia as there is between night and day. It is true, as he said, that socialism and communism are children of Karl Marx. I think if Marx had lived today he would be a communist, but, I repeat, there is a distinct difference in the two forms of government.

Does Not Destroy Incentive

In England the farmer does not turn over his whole wheat crop to the British Government, while he has to do so in Russia with the exception of barely enough to live on for himself and his family. Of course, the British Labor Party, which undoubtedly is inclined toward moderate socialism, does not destroy the ambitions of the working man and they do not prevent that working man from advancing both financially and otherwise. Yes, I know the socialist government had to take over the coal mines and the railroads and the large national banks but, in accordance with their statements and arguments, they had plenty reason for doing so. For instance, in the coal mining industry the owners of the mines milked every drop of life and profit out of the coal mines and put nothing back toward modernization or toward increased production. Everything went into the pockets of the owners and, consequently,

the production of coal in England, compared to the United States, is about six tons in the United States for every ton per man produced in England.

The same can be said about the railroads and, undoubtedly, there must be some substantial reasons for taking over the Bank of England by the government or else we are satisfied that such procedure would not have prevailed. Don't misunderstand me. I always have and I still believe in free enterprise. But Taft-Hartley law may change me as time goes on. It is very easy for people in our country to find fault with the workings of another country, mostly because few of us happen to know the conditions in the other country as well as the people themselves understand their own conditions.

Value of Pound

At this writing there is considerable disturbance and agitation in England because it appears as though some of our leading financiers in the United States as well as governmental officials seem to think that England should reduce the value of the pound sterling from \$4.02, which it is now, to perhaps \$3.50 or less. This the labor government does not desire to do at this time. They may change their minds because, as stated above, England is in a deplorable condition financially and industrially but the answer to such procedure is this, or might we say the danger to such procedure is as follows: Should the pound be reduced from \$4 to \$3, then the workers of the nation, unable to buy as much for the pound as they did when it was \$4 or \$5, will, of course, demand more wages in order to purchase with their present salary in pounds and shillings what they are now purchasing under present value of the pound sterling.

Not many years ago, the British or English pound was worth \$5 in American money, now it is \$4 and if they reduce it to \$3.50 or \$3, there undoubtedly will be endless strikes all over England because the working people of England, at the present wages, are unable to buy enough of the real foods and other commodities even at the pound valued at \$4. So, the labor government is confronted with the fact that if they reduce the value of the pound they will be surrounded by stoppages of work everywhere because even though the working people of England elected to office the labor government they are human beings and they must eat and live.

Of course, there is the other side of the question—there are millions of pounds owned and controlled in other countries by individuals and by corporations, and it would be a great financial loss

to those owners of British pounds if the value of the pound was reduced. This last condition is perhaps the least important of all conditions insofar as serious consideration of the matter is concerned. The point we are trying to make is this: There is hardly another country in the world, another great democracy near equal to the United States financially, economically or from the standpoint of freedom and justice for the working people but England. How long can we continue to hold our position in the world if all other democracies are starving or are financially embarrassed or falling? That is the question which confronts the working people of America today. The capitalists, the money bags, are in great danger. So are the toilers.

Let Us Be on Guard

Let us do nothing that we can avoid to interrupt this present economic stability and partial freedom and independence which we now enjoy. Let not the political representatives of big business drive us to extremes as the Tories or "money hounds" of England drove the masses in England and other countries to take over!

Strikes—A Last Resort

During the month of April I sent out a circular, a confidential message to our Unions dealing with the necessity of exercising the greatest care in the handling of wage scales. I referred to the fact that there were several stoppages of work both in the C. I. O. and in the A. F. of L., as well as in the Teamsters Union, that could have been avoided through courage, brains, strategy and diplomacy. I have repeatedly stated that only men of brains and courage can stop strikes, and I have also stated during my many years of experience in editing this publication, that any grand-stander can bring about a strike, and I have also instructed and cautioned all our organizers who work under me directly and for whose actions I am responsible, to a certain extent in mostly all instances, that organizers who got themselves into trouble or who did not attempt to make settlements with our employers, were not the kind of men I wanted in the International service. This does not mean that we are opposed to strikes, but only as a last resort.

As a matter of fact, at this writing, we are paying out thousands of dollars in strike benefits in strikes which have been approved by the International Union and where the laws of the land, even the Taft-Hartley much-hated law, has been carried

out, as well as the laws and rules laid down by the International Constitution.

Yes, and we shall continue to approve and finance such legitimate strikes where we are forced into those strikes. But, in proportion to our membership, we undoubtedly reach agreements with our employers in 50 instances for the one instance in which we fail to reach an agreement. I must congratulate the fair employers of the nation today for the manner in which they demonstrate their desire to help us in the Teamsters Union to prevent stoppages of work. It is unfortunate, however, that we have a few employers who belong in the ages past, who were born of parents who hated Unions, and who continue to disturb not only the Unions by their attitude of unfairness, but who bring about in their many districts—discontent, dissatisfaction, disruption of business, and loss in earnings for all parties involved. This latter class, however, is in the very smallest minority, and let us hope that the day is coming when even this class shall see the light and believe in the policy that working men and women of this country are Americans who also must live. They are compelled to ask for better conditions.

New York Strike Settled

I am glad to report to our membership that the strike of the Bakery Drivers in New York City, Local Union 550, has been settled satisfactorily to all concerned. I referred to many strikes that had taken place throughout the country in several organizations, among them the stoppage of work in Local 550, in a private circular I mailed to the Secretaries of our Unions some time ago. I said that there were many strikes which could have been avoided, among them the strike of Local 550. I did not mean by that statement that either the officers or membership were to blame for this stoppage of work. As a matter of fact the strike which went on for more than eighteen weeks could have been settled before it took place on the same terms by which it was eventually ended.

No strike was ever conducted anywhere with more dignity or with a better understanding of the rights and principles involved. As far as I am able to find out, not one striker was arrested for any infraction of the law during that long strike. The employers closed their large bakery manufacturing institutions and held them closed until the settlement was reached.

No one knows how much the industry has lost

in profits and in the loss of trade which will be difficult to rebuild to the original condition that prevailed before the strike. Each bakery driver and salesman will have to convince his former customers of the necessity of returning to their previous or former firms and corporation with whom they did business before the strike. This may be difficult because when you train individuals or small institutions to get their bread and bake shop products in some other place, they very often continue that rule after the settlement of a strike. The sales ability and the personal contacts of the drivers of Local 550 is an asset seemingly beyond appreciation by the employers.

This personal contact of the driver and salesman is the only hope there is to bring back this industry. During the strike the chain stores supplied thousands of people they did not supply with bakery products before the strike; also out of town bakers shipped in their products to the local small corner grocery man. Small bakeries sprang up here and there which were able to sell their products. To those latter places the housewife or the husband went regularly and purchased their bread. There was also extra supplying of bakery products by the house-to-house delivery bakery.

Poor Judgment by Employers

Summing the whole thing up, it is a pity that the stoppage of work started in the beginning, and it was a pity and a loss and poor judgment on the part

of the employers to bring about what we believe to be an unnecessary stoppage of work among the greater number of the employees. We make this last statement without prejudice and after thoroughly investigating the entire procedure and because of the stoppage of work, which in our judgment has ended successfully for the Union.

The only hope there is that this stoppage of work may have done some good indirectly and unseen is that the employers may have learned a lesson from this blunder that took place in New York in the above referred to industry. It may prevent them from running themselves into a hole in other cities. It may also be a lesson to other industries and this lesson may be helpful to all parties concerned.

The General President sent into New York William Lee, Representative of Local 734, Bakery Drivers of Chicago. Bill Lee did a wonderful job not only for the International Union, but for the large membership involved and also for the employers involved.

Our membership worked hand-in-hand with the Bakery Workers Union which was also involved in the stoppage and which also received substantial increases in wages and better working conditions. Some years ago this could not have happened. At present there are honorable, trustworthy men, including Herman Winter, in charge of this inside Bakery Workers Union.

I trust we all have learned a lesson from this strike.

TVA Labor Report Lauds Unions

Document, Suppressed in 80th Congress, Tells Of 'Excellent' Labor-Management Relations

A group of AFL unions—including the International Brotherhood of Teamsters—representing workers on projects of the Tennessee Valley Authority have won long overdue praise with the release of a report prepared by Congress' Joint Committee on Labor-Management Relations.

Suppressed by former Senator Joseph H. Ball while he was chairman of the committee during sessions of the 80th Congress, the report was finally released to the public by the present committee chair-

man, Senator James E. Murray of Montana.

The comments of Mr. Murray in a foreword to the report give an adequate explanation of why ex-Senator Ball refused to order its publication. Senator Murray declared that the official study revealed that through the excellent working relationship in existence between the AFL unions and the TVA officials, TVA's labor history has been one in which "harmony has been the rule rather than the exception."

The 63-page document, like sim-

ilar studies published by the National Planning Association on the causes of industrial peace, gives the lie to former Senator Ball and those who overemphasize the conflict in labor-management relations.

The report states that the relations between labor and management in the Tennessee Valley Authority are "excellent," and are the result of improvements in the collective bargaining process engaged in during the 16-year history of the TVA by parties fully aware of each other's rights and responsibilities.

This gradual evolution of the bargaining process resulted in the negotiation of a general agreement between the AFL's Tennessee Valley Trades and Labor Council and the TVA which, since 1940, has been effectively carried out.

Long Battle Wins Housing Bill

Congress Adopts First 'Fair Deal' Program Measure; Real Estate Lobby Loses Battle

THE BIGGEST and indeed one of the few victories won by President Truman in an effort to put through his "Fair Deal" program occurred in Congress when the omnibus housing bill was passed and sent to the White House for signature.

The housing bill had been the center of legislative fighting through both the 80th and 81st Congress. Under the leadership of the Administration supported by a number of liberal Republicans the bill was passed. Action in the Senate had not been too difficult since the Senate in the 80th Congress had also passed a housing bill.

Contest in House

The real contest occurred in the House of Representatives where the rich real estate lobby had concentrated its fire. The final passage in the House by a vote of 228-185 does not entirely reflect the closeness or the bitterness of the legislative fight.

The housing bill had been backed by labor. The American Federation of Labor had played a leading part in bringing to the attention of Congress the need for housing legislation. The AFL pointed out the legitimate needs for new housing in its testimony in behalf of the bill on Capitol Hill.

The anti-housing forces attacked the bill as "socialism," but Congressman Brent Spence (Dem., Ky.), leader of the Administration forces sponsoring the measure, said that the bill should be called "aggressive democracy" and that socialism charge was a "fake issue."

As finally enacted the bill is a broad one with the following as the principal provisions:

1. A slum clearance program of \$500 million will help finance lo-

cal programs with another billion dollars for loans.

2. A low-rent housing program will enable the Government to provide as much as \$400 million per annum for the next 40 years.

3. Low-cost housing units totaling 810,000 per year will be built. The original Administration bill had asked for 1,050,000 units. This figure was reduced in the Senate and the House agreed to the lower figure.

4. A farm building program is included in the bill with \$250 million a year provided for loans and \$12.5 million in grants.

5. A program for research in housing and home building methods, practices, standards and procedures is part of the new housing law.

That the new housing law would be utilized immediately was shown in a survey made after passage of the bill under the auspices of the American Municipal Association. Of 82 cities surveyed by the association, 73 reported that they would seek help under the new housing law to clear their slum areas. The cities studied were over 50,000 in population. Of the 73 a total of 37 said they had plans ready for immediate action.

Modify Motor Laws In Several States

Progress toward uniform motor vehicle laws through adoption of some parts of the Uniform Motor Vehicle Acts has been made by at least 25 states this year.

Twenty states have enacted statutes which tend to enact uniform traffic rules. Florida, South Carolina and Utah have enacted practically the entire Uniform Act. Oklahoma adopted major portions thereof. The size and weight specifications set forth have been closely approximated by laws passed in Idaho, Indiana, Kansas and Wyoming. Other states which have cooperated by passing one or more sections of the proposed uniform legislation were Colorado, Maine, Michigan, Montana, New Hampshire, New York, North Carolina, North and South Dakota, Vermont, Washington and Wisconsin.

Amendments to bring about more uniformity in regulations concerning drivers' licenses were passed in seven states: Colorado, Kansas, Nebraska, Nevada, Ohio, Oklahoma and Wisconsin.

More uniformity in respect to certificates of title was achieved as the result of legislation enacted in Arkansas, Colorado, Florida, Idaho and Tennessee. Laws relating to the service of process in connection with civil liability provisions were made more nearly uniform because of legislation in Nebraska and South Carolina.

Big Increase Shown in Truck Trailers

The manufacture of truck trailers is moving upward rapidly with the growth of motor trucking in the United States, according to a report of the U. S. Bureau of the Census.

The manufacture of truck trailers grew 319 per cent in between 1939 and 1947, the last year for which complete figures are available. The volume for 1947 was \$151 million compared with \$36 million in 1939.

Truck trailer units of five ton or more capacity led the list numerically with 52,995 manufactured with a grouping called "complete units" second with just under 50,000. Vans were third with 24,183 reported.

Platform units totalled 11,810 and tanks 3,963, of which all but 496 were for the hauling of petroleum products.



ONE OF the most challenging areas of union organization in the entire Teamster movement lies in the field of dairy workers, believe the sponsors and organizers of the International Dairy Conference.

This conference is one of the 15 trade divisions which have been in the process of formation since the general organizing sessions were initiated last fall. While the conference is relatively a new one in terms of formal organization, the activities of dairy workers into the now recognized successful conference-type set-up is one of the oldest and one of the largest in the International Brotherhood of Teamsters.

National Division

Organized at the trade division sessions in Chicago March 3, 4 and 5, the new division is called the International Dairy Conference and brings together the Mid States-East Coast Dairy Workers Council and the Western States Dairy Employees Council. In coming together in a national division, the dairy workers

elected Gene Larson, No. 471, Minneapolis, Minn., as chairman; Eugene Hubbard, No. 246, Washington, D. C., as vice chairman; William Franklin, Western States Dairy Council, as secretary-treasurer, and Frank Gillispie, No. 754, Chicago, Ill., as recording secretary.

200,000 Members

Before considering some of the problems posed in the dairy organization field, it might be well to look at the background and growth of dairy worker organization which led to the formation of both the Mid States-East Coast and Western States groups.

The dairy division has some 200,000 members and is one of the best organized of all Teamster groups. The dairy worker, in almost every case, is a conservative and solid citizen. He takes his place in the community and shares community responsibilities. He has found in the past, however, that he must face situations which call for unity of effort. He has a continuing eco-

nomic battle to wage in order to maintain his standard of living and his decent conditions of employment.

Started in Chicago

In 1943, Henry Burger, general organizer for the Chicago district, decided that dairy workers could best be protected in their economic battle if they worked together as a national group. He extended invitations to local unions in mid-western states to attend a meeting in Chicago and about 20 delegates attended.

At this meeting the Mid States Dairy Workers Conference was founded and the following officers, who also constituted the executive board, were elected: R. O. Jackson, Kansas City (now deceased), chairman; Gene Larson, Minneapolis, Minn., vice chairman; Thomas Haggerty, Chicago, Ill., secretary-treasurer, and Frank Gillispie, Chicago, Ill., recording secretary.

Since this conference was formed during war time, numerous prob-



Holstein dairy herd in Maryland where dairying is the principal and most profitable farm activity. From dairy farm to trucks, milk goes through long process.



After herd is milked, the raw product goes to modern plant, where it is pasteurized. Workers in the sparkling, efficient plants are skilled members of the Teamsters.



Washed and sterilized, these bottles are ready to be carried by endless conveyor system to the filling machine. Scene is in New York. Hands do not touch bottles.

lems in relation to the war and the national defense situation came before the members. Some of these war-created problems such as labor contracts for War Labor Board approval and delivery curtailments as decreed by the Office of Defense Transportation were the subjects of discussion and action by the conference, which met every six months.

As the conference handled these various problems and met from time to time, the size and the geographic representation increased. Each session brought new delegates. They came first from the East, some from Canada and finally from the South. With new sections of the country represented, the name of the organization was changed to the Mid States-East Coast Dairy Workers Conference. And additions were made to the executive board to assure geographic representation. Thomas O'Leary of New York, Russell Elmer of Cleveland, and John Backhus of Philadelphia were added to the board.

Tackle Any Problem

With the conference meeting new problems, it was ready to tackle situations in any part of the country encompassed by its general representation. For example, one of the outstanding projects reported in this period was that of money raising for the striking dairy workers in Louisiana. A total of \$6,980 was raised for this worthy cause.

Another project undertaken by the conference was that of aiding Local No. 536, Hartford, Conn: The General Ice Cream Company in 1948 locked out all employees who were local union members and brought in strikebreakers to take their places. The conference attempted to aid in this situation, but unfortunately did not succeed.

The Hartford local then became interested in the establishment of a cooperative creamery to compete with the General Ice Cream Company. The conference thought this a worthy goal and tried to be help-

ful. The members realized that co-ops had been successful in other cities, one of the most notable of which was the Franklin Co-operative Creamery in Minneapolis which was organized by members of Local No. 471 when they were locked out by their employer in 1919-20. This dairy is now the largest in Minneapolis and employs some 600 persons.

The conference sent men to Hartford familiar with the organization and operation of a cooperative dairy. Moreover, a total of \$26,000 was pledged to purchase stock in the new enterprise when the creamery was set up and ready to sell stock. This project was not completed and many in the conference are sorry that the co-op did not get underway for it would have been of real benefit to the local unions in Connecticut and the entire New England area.

Western Council

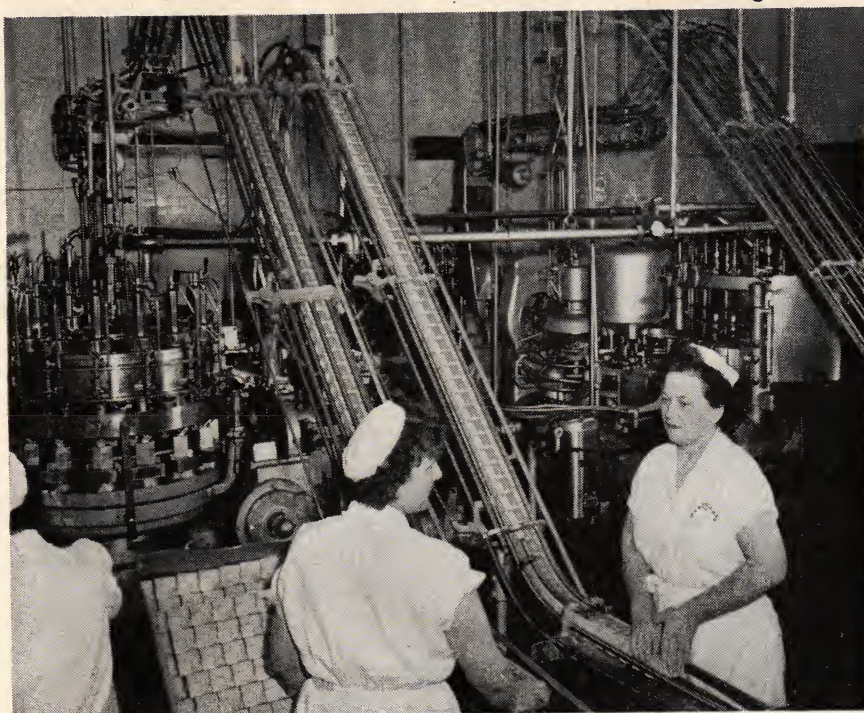
The Western Dairy Employees Council, which is a trade division within the Western Conference of Teamsters, has been in active organization work in the 11 Western States for 12 years. It was founded at the second Western Conference, in Los Angeles, in the fall of 1937.

At the first meeting of the Western Conference, held early in 1937 in Seattle, the few Local Unions whose members were employed in the dairy industry formed a trade division, voluntary in character, for the purpose of promoting cooperative activity along the coast. This division quickly awakened to the fact that a permanent organization was necessary to carry on successfully the work of organizing this branch of Teamster jurisdiction in the west. Hence, when the Western Conference was called together in Los Angeles the same year, a resolution was presented to the conference and adopted, founding the council.

The first officers of the Western Dairy Employees Council were: H. M. Fitzhenry, Seattle, president;



As bottles are capped, they are packed in crates for delivery. Top paper cap covers edges of bottle, assures purchaser protection from germs spread through handling.



Elaborate packing and conveyor system in this up-to-date plant fills paper cartons with milk, then moves them to delivery room to be placed on delivery trucks.

George Stokol, Sacramento, secretary; William Balsam, Portland, recording secretary; C. M. Dahlager, Portland, and C. S. Barnes, San Francisco, trustees; field representative and organizer, Einar O. Mohn, then of Bellingham. Vice President Dave Beck was named as a member of the executive board at large.

Later, when Einar Mohn became

a General Organizer for the International Union and was stationed at Los Angeles, James Ballew, of Everett, succeeded him as field representative and director of organization work. Ballew resigned after a few active years because of ill health and returned to the secretaryship of Local 38 at Everett, and William E. Franklin, of Oakland,

was chosen director. Franklin still holds that position.

The record of the Western States Dairy Employes Council has been one of spectacular organization work from its beginning. From a membership of a few Locals it has grown to a council of 60 unions. Largely through its efforts, the Pacific Coast has become almost 100 per cent organized in this industry. It has expanded into other western states, notably Idaho, Montana, Colorado and Utah, where splendid work in organizing has been accomplished. It now has an assistant director, James Haggin, who works directly under Franklin's instructions.

Vigorous Drive

Not only has the Western States Council conducted a vigorous organizing campaign and brought in several thousand new members, but it has also assisted Local Unions and

Joint Councils in negotiating wage agreements in many instances. Time and again it has sent its director and his assistant into points where disputes threatened.

In recent years it has been instrumental in working out state agreements for Washington, Oregon and California, and it has made considerable progress in developing a uniform contract for the entire Pacific Coast, covering the manufacturing of milk products, condenseries, creameries, powdered milk plants and cheese factories.

Pattern Followed

Southern California also has won an agreement in the fluid milk industry covering several heavily populated counties, following the pattern set by the Western States Council in its state agreements.

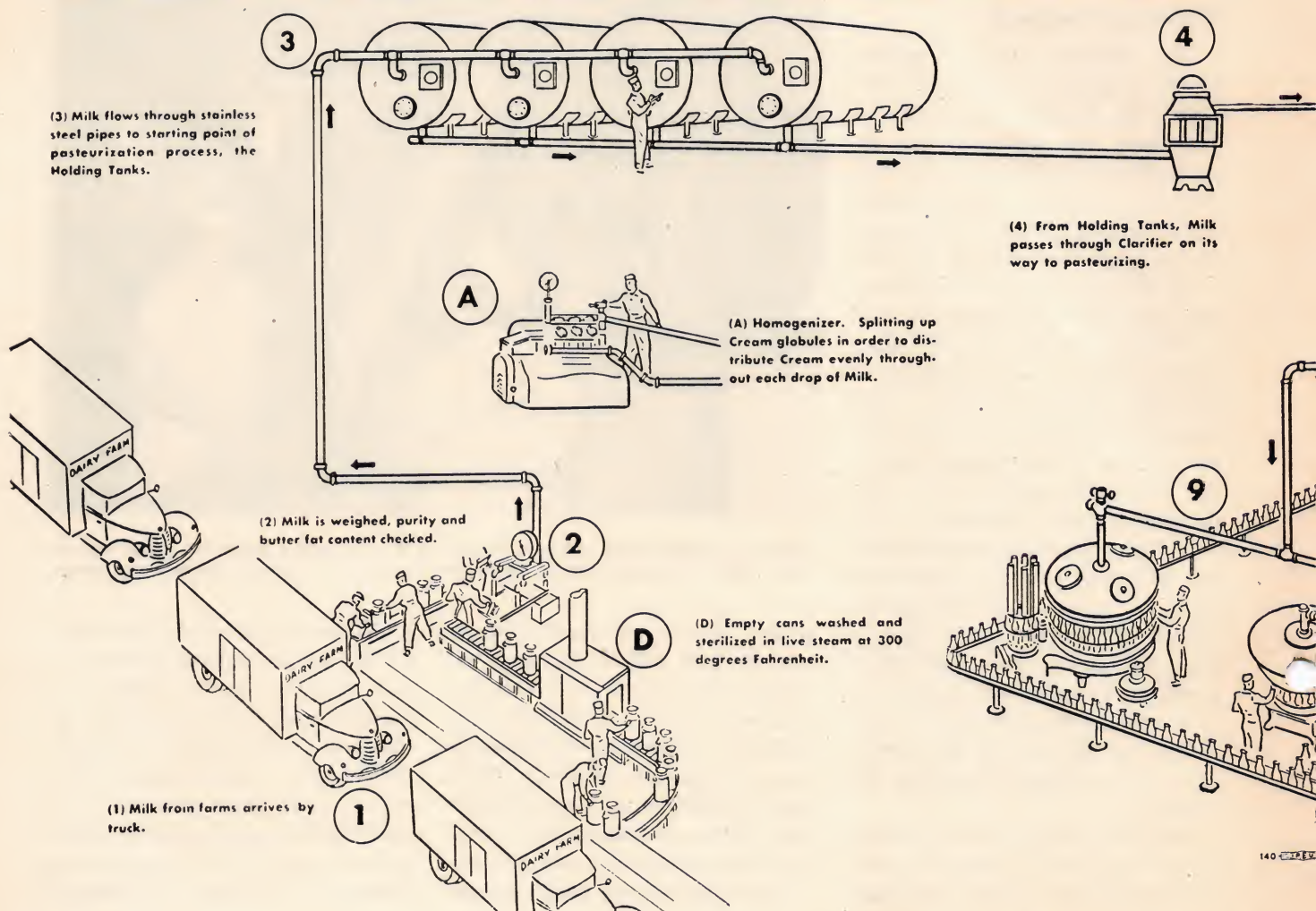
Due to its tremendous growth, the Council has enlarged its execu-

tive board so that it is comprised of representatives from Locals and Joint Councils in all of the 11 western states. This board holds meetings twice yearly to discuss and plan action to assist both the milk and dairy industry and the Local Unions.

Executive Vice President Beck, chairman of the Western Conference, who helped found the council 12 years ago, still takes an active part in its affairs, as does Einar O. Mohn, International Organizer, who is now located in San Francisco. Present officers of the Western States Council, in addition to Director Franklin and Assistant Director Haggin, are Mark Whiting, Los Angeles, chairman, and Eric Ratcliffe, Seattle, financial secretary.

International Body

Recently the Western States Council, through its officers, joined forces with other regional dairy con-



ferences of the country to form the International Dairy Employes Conference, at a meeting held in Chicago.

When the Western Conference of Teamsters meets to hold its 13th annual sessions, on October 24, in San Jose, Calif., the Western States Dairy Employes Council will have a large delegation, representative of the entire West, in attendance and will take an active part in the deliberations.

Conference Formed

Both the Western and Mid States-East Coast groups had been doing excellent work in their own areas. The time had come, it was believed this spring, to bring these groups together into one national conference which could consider overall national problems affecting dairy workers generally.

Organization was effected in the

March meetings of the trade division, which had been called by Executive Vice President Dave Beck. In addition to the officers who were elected, as heretofore indicated, the conference appointed a 21-man policy committee. This committee is representative of the various areas of the country. One of the primary questions to come before the policy committee at its first session concerned the Taft-Hartley Act and plans for its repeal. The conference felt that it should bring its influence to bear, along with that of other divisions of the Teamsters, on Congress.

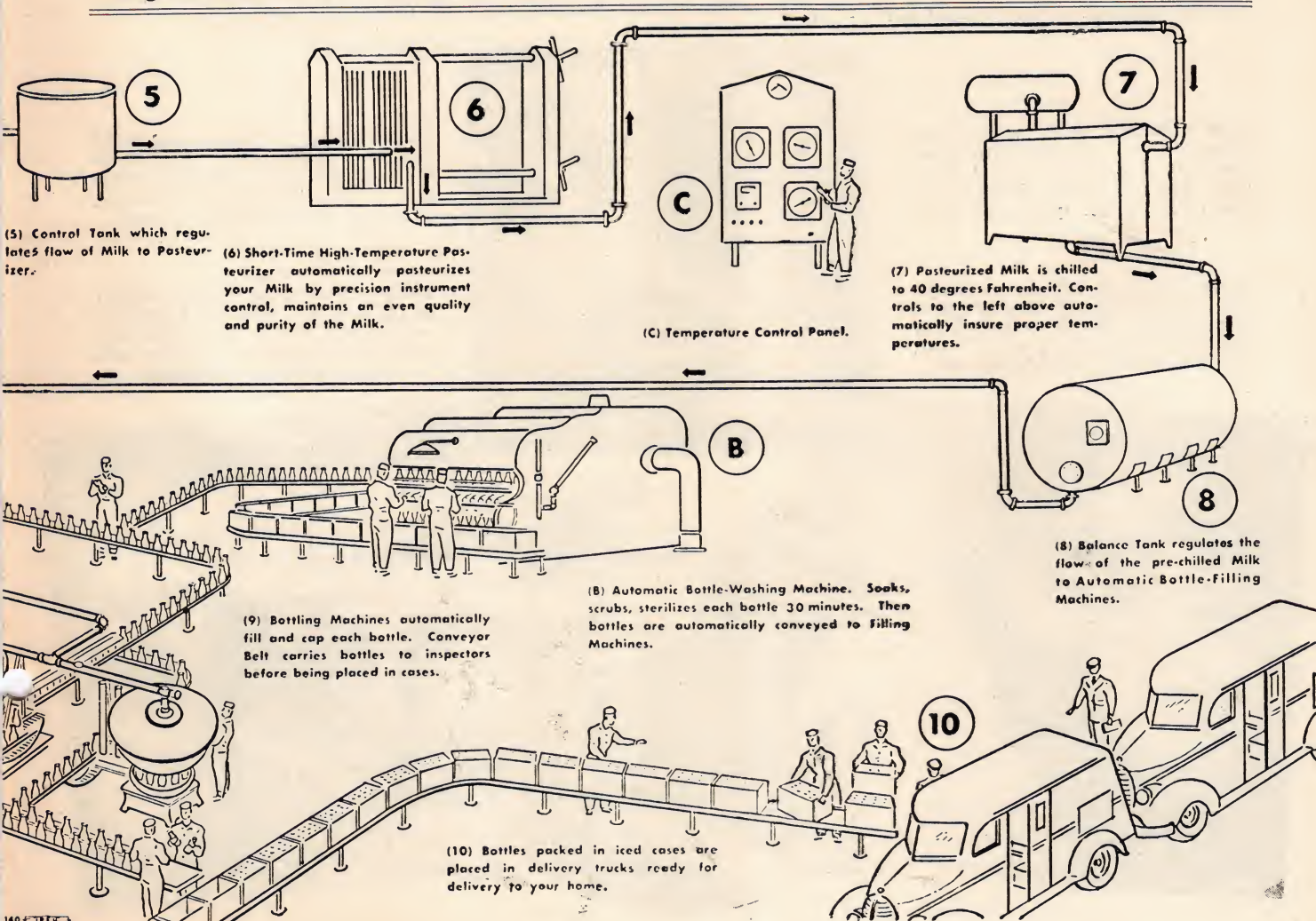
Big Job Ahead

The conference looks forward with hope and with a realization of the big job to be done. At the policy committee meeting in April it was agreed that there are between 90,000 and 100,000 unorganized

dairy workers in the United States. A large portion of these workers are employed in dairies in the rural areas of the country. It was believed by the policy committee that steps should be taken to effect organization among these workers. Such organization would have a three-fold benefit: it would aid the immediate workers who are brought into the union; it would strengthen the hand of the dairy workers already unionized, and it would result in economic benefits to the many communities where purchasing power and living standards are raised.

Heavy Responsibility

The policy committee in discussing plans to organize the rural areas reported that it was fully conscious of the problems involved and realized that getting the job done will place a heavy responsibility on



every dairy union officer in the nation. Various problems in organization will be presented and the conference will attempt to be a clearing house to aid and assist in developing the most successful patterns of organization.

Promotion of home delivery of milk is another major problem before the International Dairy Conference. For the past six to eight years home deliveries have been subjected to destructive cut-throat competition by grocery stores and so-called "milk stores" which undersell the milk driver-salesman. The ability to undersell the driver-salesman is attributed chiefly to two factors: first, they employ in most cases non-union help including school students and pay all a low wage scale. Secondly, the stores render no home delivery service whatsoever.

Each problem can be met with its own remedy. The remedy for

the first is to organize the store clerks and this should be intensified in the opinion of the policy committee. The remedy for the second lies in selling service to the ultimate consumer. The milk delivery salesman is selling service every day and if he did not he would soon find his sales dropping and his job fading away.

Gene Larson, chairman of the International Dairy Conference, has said that much could be done to aid the milk salesman through an advertising campaign sponsored and paid for jointly by the union and the employer. Such a campaign would be based on the American consumer's desire for the greatest possible convenience.

Sell Delivery Service

In commenting on this idea, Chairman Larson said, "A 'selling service campaign' well planned by people trained in that field would

save the jobs of many an old-timer, as well as of young married veterans now in the ranks. Consider the fact that approximately 50 per cent of the milk consumed by the American people is sold cash and carry over the counter. An effective "selling delivery service could create thousands of jobs for people who no doubt in the near future will be looking for work."

One of the "in-the-family" problems of organized labor is to get all segments of union labor to patronize union industries and union services. This problem is particularly acute in the case of dairy products. The dairy conference has pointed out that even some members of the Teamsters fail to utilize home delivery service completely — they thoughtlessly patronize the over-the-counter type of distribution. Such people fail to realize, points out the conference, that this type of

(Continued on page 29)

Right—Teamster on a "special" delivery. These are made when stores find they are short of dairy products. Owner awaits driver, who wears neat jacket typical of trade.

Below—Cheese-making is major phase of dairying. Worker here mats or "cheddars" curd by cutting. Whey has been drained from curds. Slabs will be turned for acid content.



Circle—Butter is being wrapped by automatic machine in a Midwest Creamery. Minnesota and Wisconsin are leading butter-producing states.

Below—Dried milk output soared during war, has remained high as it is valuable export food. Worker here draws milk powder from drier into the flour-sifting mechanism.



Workers Suffer Another Defeat

WE HAVE just witnessed another defeat for labor in the United States Senate, where again an attempt to repeal the Taft-Hartley Law was defeated by a vote of 50 favoring Mr. Taft and his colleagues and 40 votes in favor of doing something toward relieving labor. Well, perhaps we ought to refuse to be thoroughly depressed due to the fact that we have at least 40 men in the United States Senate who are able to see the justice of relieving labor from the atrocious anti-labor laws now in operation against labor.

The administration was unsuccessful in changing one vote in the United States Senate towards helping to relieve labor. If any votes were changed, and we doubt it, it was done by the men and women of labor themselves.

There is no man in the Senate who should be held responsible for the conditions that prevail except the so-called Democrats who voted against labor and for Senator Taft and his doctrines. Apparently the regular Republicans and the Democratic Republicans who helped the old-time Republican machine, which always hated labor or hated the freedom of the workers, are determined to carry on until the 1950 Congressional election. Then, they will go before the people and show to the people that they saved industry, freedom, liberty, and prevented inflation, etc., etc., by defeating labor legislation.

Workers Discouraged

There is a danger in 1950 that the voters may be tired of broken promises—they may not go to the polls as they did in 1948. The President of the United States remains in office until the first week in January, 1953. It is possible that he may be confronted with a Republican majority both in the House and in the Senate as a result of the 1950 general elec-

Victory by Taft-Led Reactionaries

Should Arouse Labor to Need for Action

In 1950; Broken Promises Disappointing

by **DANIEL J. TOBIN**

tion because, I repeat, the workers and their friends are getting somewhat discouraged and depressed.

Also, when that time comes, judging from present industrial conditions, we may have many more thousands out of work than we have at this writing. Economic conditions depend a great deal on what is going to happen in Europe and as the picture appears to me now, things will not change very much between now and the 1950 election in Europe or Asia. Russia will keep on stalling and postponing and the Iron Curtain of secrecy and diplomatic treachery will continue to prevail. So, if that condition of unemployment should prevail, and we hope and trust it will not, the toilers who go to the polls may ask for a change.

Hope of Die-Hards

At least, from my information obtained from many sources in Washington and elsewhere recently, this is the hope among the die-hards, and this is why they are going to stall and do nothing for labor until the 1950 election is over. Then again, the Democrats, or that part of them represented by fair-minded men like Murray of Montana and McMahon of Connecticut and several others of the 40 Senators who kept their pledges to labor, will try to place the blame where it belongs—on the Republican management and leadership in the House of Representatives and Senate. Whether that will be enough to convince the toilers of the nation to the end that they may continue to support the Democratic

Party is a question that cannot very safely be answered, guessed or predicted.

Suppose the Democratic Party loses the majority in the House and in the Senate, and I hope and pray that they will not, what then will be the answer? We shall have to go on and on until 1952, and the platforms of both parties will be about the same in 1952 as they were in 1948 because Senator Taft, if his party wins in 1950, will be a strong candidate for the nomination for President in 1952 on the Republican ticket. Where shall the masses of the people go? That is the question.

It is possible also that the Republican machinery in their convention in 1952 may modify their antagonism against labor and, of course, it is also possible that the Democratic platform will come out 100 per cent in favor of labor. But, what do platforms and pledges mean? Absolutely nothing, as has been proven by the action of certain Democrats in the Senate and in the House who were elected on a platform drafted in Philadelphia pledging their support toward the repeal of the Taft-Hartley Law, which promise and pledge has been broken and broken so badly that the masses of the toilers are somewhat discouraged.

The Chains Stay

In the meantime, labor will have to suffer and go on under the Taft-Hartley Law for the next two, three or four years and, consequently, labor officials and labor unions should

become acquainted with the law and guard well against violations of the law in interstate commerce. Even though you are innocent, you may be dragged into the court and put to the expense of defending yourself or your union, but don't let that discourage you.

The more they prosecute and persecute labor, the stronger they will make labor and the more determined labor will be to eventually, no matter how long it takes, displace its enemies by electing its friends. This happened in England. It can happen here. There is no law against legal organization of the workers and every time we add 1,000 members to the American Labor movement in the Teamsters' Organization or any other organization, we are enrolling not only a thousand members, but also their friends on our side of the battle against our enemies, the labor-hating political tricksters.

The picture looks black and discouraging at this writing in view of the fact that there is no more loyal group of American citizens than the workers of the nation. This has been demonstrated in the two great unfortunate world wars and those antagonistic business interests and political labor haters will keep on and on, they know no change, until they eventually help to destroy themselves. They are now digging their own graves, destroying and endangering free enterprise which this writer has always defended.

Hope Springs Eternal

I say to the workers: Don't be discouraged. "Hope springs eternal" in the heart of man and eventually the justice of the cause of the workers of the nation will prevail. One of the weaknesses of the Administration is they believe labor must support them, right or wrong, broken pledges and forgotten promises. There is their great, blundering mistake.

Labor will not vote for Taft and his gang of die-hards and labor-haters, but labor may refuse to go

to the polls because of its disappointment and because of its lack of confidence in some Democratic officials. An old saying is "you can lead a horse to water but you can't make him drink."

Some leaders in Washington are of the opinion that they can continue to hold labor by just voting for labor measures or by coming out in favor of labor measures in the public press then stopping there and doing nothing to encourage their associates in the Democratic Party or elsewhere of their sincerity and their desire to have their associates vote with them on certain labor measures.

Lincoln said you can't fool all the people all the time. Organized labor and its millions of friends are getting tired of being deceived and betrayed. They are just out talking among themselves and saying what's the difference who is elected, we get nothing done for us in the end. This, of course, is the wrong attitude. The better way is to stick to the friends that are fighting for labor and help to make more friends. Don't let up in your service to your friends in the Congress and do everything in your power within the law to help those friends and make more friends and I promise you that eventually you will be successful.

Won by Whisker

The Democratic leadership seems to believe that the toilers have no other place to go but to remain with them. Well, the Democratic Administration won out in the last election by what is called on the race track a "whisker" or a photo-finish. The Republican Party, headed by Tom Dewey, just lost that election through utter carelessness and lack of understanding or failure to understand the minds of the multitudes of the workers.

The Republican Party was so sure of winning that, in reality, in the last days of the campaign they not only did nothing toward winning, but played right into the hands of the opposite party by statements contained in some of the speeches

made by the leaders. There was no unified effort to win. In other words, they were so sure of winning that they lost and woke up in the morning after election all of them blaming each other for losing. This can happen again but maybe not to the same party.

The lack of any real sound labor men to guide and direct the administration is one of the weaknesses of the administration that might hurt in the coming elections in 1950 and in 1952. Out in the field through many states in the west and in the middle west there is such dissatisfaction and disappointment among the workers that no one seems to have any faith in either the political or labor advisers in Washington.

Labor Must Act

This statement is made for the purpose of endeavoring to awaken the friends of labor in and out of political office to the dangers confronting not only the labor movement but the real Democratic leadership in both the Senate and the House.

It is too late to give advice after the election is over when said election goes against labor and its friends. Now is the time to speak up and if necessary to criticize constructively, if possible, the friends and representatives of the working people of our country.

Oklahoma Warns of Weight Crackdown

Oklahoma has warned of a "crackdown" on overloading violators of the truck weight law passed by the last legislature.

The new law has severe penalties for violators with fines running into thousands of dollars for single convictions.

According to a statement by Gov. Ray J. Turner, mobile units equipped with portable scales will patrol Oklahoma highways for enforcement purposes.

Local 40 Sees Safety Pay Off!

Members of Local Union 40, Mansfield, Ohio, believe safety on the highway or in the city is simple as the three C's, meaning, of course, caution, courtesy and commonsense.

The Mansfield Teamsters launched a safety program of their own and watched it pay off big dividends. Recently, a member of the Ohio State Highway Patrol told the membership that not one truck driver from the Local had been held responsible for an accident during the past 13 months. And, one Mansfield trucking firm reported its accident rate had been slashed 40 per cent within a year.

Jay L. Stover, president of Local 40, says the key to the organization's safety successes is "defensive driving." He points out that the ultimate aim of the Local's program is to make not only its own members, but all motorists safety-conscious.

The safety program takes up at least one meeting in three held by the Local. Films and talks, brief and informative, are used to get over the safety measures. There also are drills in first aid.

John M. Wakely, vice president of the Local, explains that one of the objectives is to make the public realize that a truck driver is the "motorist's best friend." Trained in first aid, the drivers are always prepared to aid motorists in distress.

Proper rest, courtesy, avoiding hurry and observance of the basic safety rules are stressed in the safety program.

Major dangers listed by the Mansfield truckers are: Passing and cutting in too quickly; passing on a hill, curve or railroad track; passing downgrade especially on a hill; pulling out unexpectedly from a side road.

Often representatives of the state highway patrol and other safety experts appear at the safety meetings to present first-hand pointers on how to cut the accident rate.



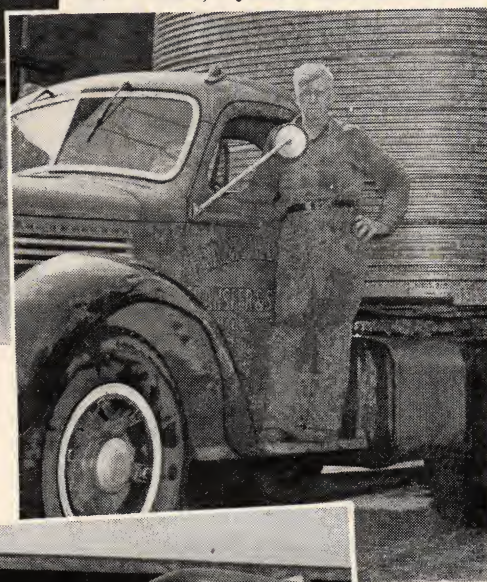
In safety school, Patrolman S. W. Lucas gives pointers to truck drivers.



Terminal Manager Tom Dorsey confers with Driver Maynard Marsh, who advocates one-way streets. He makes 60 stops daily.



"Respect others' rights" is motto of H. F. White, 9 years without accident.



Above — John Eckels holds 18-year safety record; advises fellow drivers to "watch the other fellow."



Courtesy is basis for safe driving, believes Hugo Brannon (right), who holds 11-year safety record. Here he chats with J. M. Wakely, Local 40 vice president.



THE CHICAGO STORY

Relationship Established by President Tobin Over 35 Years Ago Remains Unbroken for News Truck Drivers

FROM \$19 for a six-day week in 1919, to \$83 for a five-day week in 1949—that, in part, is the story of Newspaper Delivery Drivers, Chauffeurs and Handlers Local Union 706, Chicago. Another part of the story is the fact that recently the local observed the passing of a 35-year period in which not a single work stoppage had been called against the Chicago Newspaper Publishers Association.

Differences Settled

Responsible leadership of the local, and a willingness on the part of the newspaper publishers to meet for discussion on vital issues, are factors which have contributed to this long period of amicable relations. There have been beefs, but none has got so big that it could not be settled at the table.

Recently John O'Keefe, secretary of the Chicago Newspaper Publishers Association, told the INTERNATIONAL TEAMSTER that the association was proud of its relationships with the drivers. O'Keefe, secretary to the late Colonel Knox when he was publisher of the *Chicago Daily News*, acts as labor relations man for the publishers and has a key role in the writing of many wage

contracts. In accounting for the long period of harmonious relationships with Local Union 706 he declared that "both sides have attempted to see the problems of the other side."

The seasoned officers of the local are Tony Judge, president since 1924; John E. Maloney, vice president since 1932; Herbert R. Phelps, secretary-treasurer since 1927; and Daniel A. Fiore, recording secretary and business agent since 1916. Trustees, all veteran members of the local, are Joseph and Fred Schrieber, and Dan Altieri. In negotiations with the publishers, the local long ago instituted the practice of having a delegation from the rank and file sit with the committee. Vice President Maloney, a driver himself in the early days of bitter Chicago newspaper circulation wars, recently noted that the local secured its first paid vacation (one week) in 1944. This was upped to two weeks in 1945, and to three weeks in 1946. The scale in 1947 was \$73 for day work, \$74 for night work. A \$10 increase won in February put it to the present \$83 and \$84.

President Tobin Active

Thirty-seven years ago General President Daniel J. Tobin went to Chicago during the Pressmen's strike and, after a tense and dramatic meeting with the publishers, secured recognition for Local 706,

which had been sympathetically participating in the strike. Originally in the International Brotherhood, the local pulled away in 1908 to affiliate with the United Teamsters of America. In 1912, the year of the Pressmen's strike, it came back into the Brotherhood and the officers asked President Tobin if he could not do something to get recognition from the Chicago newspaper publishers. At the time of President Tobin's visit to Chicago, circulation of the several newspapers was practically at a standstill. The strike was originally brought by the Pressmen against the Hearst papers. This soon developed into a Chicago-wide lockout, as the publishers association had a joint agreement to the effect that if one of their members was attacked the others would help. Thus all the press rooms in Chicago were closed down.

Meeting Arranged

Through James M. Lynch, then president of the International Typographical Union, and Tom Carey, representing the Chicago Newspaper Publishers Association, a meeting was arranged between President Tobin and the newspaper publishers. The chief spokesman for the publishers on this occasion was Victor Lawson, owner of the *Chicago Daily News*. Recalling the scene recently, President Tobin quoted Lawson as saying, "Well, Mr. Tobin, we are here as a matter of compliance with the request made by some of our members that we agree to listen to you for a short time and to hear what you have got to say."

President Tobin responded to this cool reception by stating that the condition that existed was unbearable, that he was in Chicago to try and be helpful, and to renew, if possible, an agreement similar to the one obtained prior to the strike. Lawson immediately stood up and said: "If you mean, Mr. Tobin, that I should again enter into an agreement with the Teamsters, then you are wasting your time." He went on to say that he had devoted his life to building up his newspaper, and accused the Teamsters of committing "the most outrageous crimes imaginable in order to defeat me and my associates in the newspaper business."

President Takes Stand

Striking a conciliatory note, President Tobin said that he was not responsible for what had happened over the past several months, adding that the union was not a part of the International Brotherhood at the time. President Tobin went on: "If it had been a part of the International Brotherhood I might have been helpful because I certainly would not permit a union to do anything in violation of its signed contract. Neither would I permit a local union to cease work if they were offered arbitration on any question that might arise during the life of a contract. I am not going to either condemn or excuse anything that may have taken place during this bitter newspaper strike. If we can reach an understanding now that this local is a part of the International, I would guarantee that the contract would be carried out to the letter or else the local could not remain affiliated with the International Brotherhood of Teamsters."

The upshot of the meeting was that it was decided to meet again in a few days. The second meeting made only slight headway. But others followed and eventually an agreement was signed.

Remarking on the fact that the

(Continued on page 30)



Union Teamsters keep 'em rolling for (top to bottom) the Chicago Daily News, Herald-American and Sun-Times.

EDITORIALS

by
DANIEL J.
TOBIN

More Humble, More Honorable

Every once in a while you attend a party gathering, even a church meeting or a union meeting, and on your leaving, before getting home, you hear someone finding fault with someone. Jealousy. Mild hatred. The knocker is usually the weakling. Sour on everyone. If we could only "See ourselves as others see us" we would try and laugh once in a while. Those diseased people who are sour are just narrow-minded. Try and make friends wherever you go and people will want to meet you again. Your old pals won't tell you that you are a "wet blanket."

There are two very prevalent sins, or maybe diseases, that I or you can never forget and should seldom forgive. First, ingratitude. Second, self-importance. The human being that forgets the one who picked him up and made him something, or the person who forgets the friend who helped him in his darkest hour when the whole world seemed to be against him, is an ingrate of the lowest, meanest type, even if the friend is now different from what he was. Never forget the time he smiled and encouraged you when you were unknown and misunderstood. I don't believe in the old saying, "Eaten bread is soon forgotten." There are millions of good people in the world, as well as ingrates.

The second crime against nature in our world of today is self-importance or commonly called swelled-headedness.

Every once in a while I pray that God will never let me forget that I was once very poor, often hungry, cold and homeless in and around Boston and Cambridge, Mass., in my early struggles with life. Even when I came to Indianapolis as General President I walked around all one Sunday morning looking for a place where I could get my Sunday dinner for 25 cents. Finally I found a woman named Mrs. Fisher back of the State House on Senate Avenue that served a stewed chicken dinner, plenty of potatoes and other vegetables, for a quarter. How happy I was, how I ate. I had a large family in Cambridge, Mass. I had \$150 a month salary, very little expense, and believe me, it was tough going.

Jim Lynch, President of the I. T. U., whose headquarters was in Indianapolis, and myself paid for our two rooms and an excuse for a bath between, \$15 each

per month (50 cents a day each), in an old hotel near the State House called the Imperial, now torn down. Lynch was one of the most able men I ever met in the labor movement. He had a large family in Syracuse, N. Y. He could not afford to move them. He was a real man. If he lived now, things in some unions would not be what they are.

Why do I write this? In order to show you that if I ever get filled up with the disease of self-importance I like to remind myself and never forget that you made me what I am. Then again I feel a little pleased, not depressed, when I am written up as "Tobin the So-and-So." I never answer my critics. You honor them by answering. President Roosevelt advised me once that he learned in New York to ignore his critics. He was honored, he said, by millions who believed in him. He claimed his critics helped him.

In the early days of my experience as General President I often had to postpone my going to New York or St. Louis or other places, because I had to wait until a little per capita tax came into the office in order to be able to buy my ticket in a day coach. We could not afford Pullmans then. Now I ride in the best trains and the best and fastest planes and eat in the best hotels and we have millions in our treasury. The trouble is I eat more than I should. I guess I am trying to get even for the days I had little or nothing to eat, and that's bad, but "the spirit is willing and the stomach is weak." But those early experiences helped me to be a better man. My six children all graduated from college and are all working, all making decent salaries and raising families, and it relieves the tortures of my early days to have one of my sons not long ago say to me at his home in New York, "Father, I wish I could raise my children as you raised us." He will. He does not know and I never want any of them to endure those almost indescribable days and nights which I endured to make them now real God-fearing, honorable Americans. There is a law of averages. There is an unseen power that reigns and governs our destiny. We are not all entirely accidents, but we never should forget that "The more humble the more honorable."

Though I dined often in the White House and lunched in Downing Street, London, with Churchill, and ate in Claridge's with Ambassador John Winant and Ernest Bevin, the quarter dinner at Mrs. Fisher's was almost

as good and more enjoyable, talking with and eating with a number of pig-stickers who worked in the killing gang at Kingan's.

I know and pray that I will never be cursed with the awful disease of self-importance and ingratitude. The fellow down on the floor may be some day where I am now, and it is my job to know that only for him and the grace of God I would now be down on the floor. I know, and you who are officers locally and nationally should know, that "This union will live when you are forgotten," as it should.

'They Shall Not Pass'

Labor Day this year should be celebrated as never before with greater fervor and determination if humanly possible. Why? Because labor is in a dangerous position, in a more serious situation than in the past 30 years. Don't think I am exaggerating. I wish I were. The enemies of the working people are solidly entrenched in power. They are out to destroy labor.

They may retain that power for at least three years, maybe longer, unless you get out and show them your strength, your determination, your unity, your grim faces, your uplifted chin, and carry the banner as they did in France in 1918—Pershing and our boys—reading, "They shall not pass, they shall not ravage my home; my children, my freedom. My blood and my life is just as precious and as dear to me as theirs is to them." The Bourbons of the North and the South, the labor-hating, rich Tories of America, blind to everything but money—say to those enemies of ours "They Shall Not Pass."

Remember, you are fighting as great a fight now and in the months to come as the boys, your boys, your brothers who fought in France, in Italy and in Germany. Surely you will not fail. Surely you are not a coward. One way to start proving you are not unintelligent or lazy is to get out and parade or do something helpful on Labor Day. That's your day.

We fought to get it. We paid in blood and tears of sorrow to win it. Show the labor-hating American Hitlers, Mussolinis and Stalins that you American free men are determined that "They Shall Not Pass."

I am reminded of an old ballad which read:

Oh, for the men and words of long ago
Oh, for the boys who spoke them
When struggling for the right
Like heroes they did fight
And cast their foes before them.

There are just as good men today and I know they—yes, you—will fight from now on to regain that freedom which was won after years of suffering and bitter struggling, after years of punishment and starvation. I know you will be up and out on Labor Day and after Labor Day, swearing, pledging that "They Shall Not Pass."

Labor Day' Every Day

At this time of year I cannot help thinking of the old old days in the labor movement. Sunday before Labor Day we would be in the meeting hall all day until 10 o'clock at night selling uniforms and collecting dues from the membership of Local 25, Truck Drivers of Boston and Vicinity. Uniforms were \$2, including hat, blouse and overalls. What a pleasure to see so many backsliders coming into old Brodbine Hall, corner of Albany and Dover Streets, to pay their dues, square up, in order to get in the parade. Dues were 50 cents a month.

The brothers now must go to the races or to the ball game or some place else. Things are coming too easy for the comrades, the great top-notch feather-bedders who just got initiated a few months ago. You can hardly believe it, but when I drove a team of horses we got docked on Labor Day and we had to come to the stable on Labor Day morning and clean our horses, clean the stalls, grease our trucks or wagons, yes, sometimes fix buckles and straps in the harness, so as to be ready to start at 6:30 the next morning. We got nothing for it but abuse. Yes, and there were plenty at the gate looking for our rotten jobs. These were the first years we organized in 1900-1901. Now you get paid and your trucks are oiled and greased and you tell me you won't do a thing but enjoy yourself on Labor Day and the union, your union and mine, gets your pay for you and you get more for loafing Labor Day than I got for a week's work of 66 hours on the street and two hours on Sunday in the stable. Tough luck, fellow. Well, sometimes I wish you would realize that unless you watch your every move and watch what's going on around you politically and otherwise you may lose most of what you now enjoy.

There are secret agencies all around your union; inside and outside, the Communists and their foolish sympathizers are on the job. Also the political labor haters fighting to destroy labor and save the money bags of the nation. Between the two you are in danger. It happened elsewhere. You are asleep if you think that "It can't happen here." It will unless you—yes, you—get out and get busy on Labor Day and every day. We are now so thoroughly shackled that every move we make we must first consult a lawyer and then the pitiful part of it is we have a few degenerate sneaks within the unions that run to the enemies of labor with private information. Well, we always had a few spies—our enemies take care of that. But they will not succeed. They will fail because their foundation is rotten. That cause cannot be suffocated which is trying to make the world better for the generations yet unborn. But I or any other leader of labor cannot do it alone. I must, as always, have your help.

"They will not pass."

At Reins and Wheel, He Serves Firm 45 Years

Photograph at the right was snapped 45 years ago at Sixth and Lock Streets, in Cincinnati, Ohio, and shows Brother William Baucknecht as he started to work for the Whitaker Paper Company. Nine years later, when Local Union 100 was chartered, Teamster Baucknecht became a member of the International Union.



Photograph at left was taken recently and shows Brother Baucknecht as he reports for work these days for the same company. Now 69 years old, he has worked for the same firm for 45 years and has been a member of Local 100 for 36 years. He is the proud father of two boys and a girl.

Non-Road Usage of Highway Funds Hit

Several states have acted to prevent diversion of taxes levied for highway usage into the general fund, and other funds and several have acted to recoup taxes so diverted in the past and now needed for highway purposes.

The Connecticut House of Representatives has passed a bill which would prevent diversion of highway funds. Next session, the bill must pass both houses by a two-thirds' majority, then be presented to the voters at town meetings for ratification.

While no legislative action has been taken as yet, organized highway-user groups in Ohio have urged the passage of an act to recoup \$33

million in highway funds from the state's general fund surplus of \$65 million for purposes of matching federal highway funds. The \$33 million was gas tax money diverted from 1933 to 1948.

Activity in Rhode Island

There is considerable agitation by organized groups in Rhode Island against policies of diversion of highway funds. A bill which would have provided protection for road funds died in the recent legislature because it was introduced late.

Highway users in South Dakota are seeking legal aid in their fight to have \$4 million in auto registrations collected since 1940, now in the general fund, restored for highway usage inasmuch as an anti-diversion law was passed in 1940.

One of Every Three Drivers in Accident

The incidence of accidents among licensed automobile drivers is high, according to a recent poll.

Every third driver on the road has had an accident, says the Institute. The accident might range from a smashed fender to a major crack-up. Of those queried 57 per cent of the men said they had had no accident while 43 per cent reported that they had been involved in one. Of the women queried, 81 per cent said they had had no accident while 19 per cent reported involvement.

Pointing to these figures, safety experts stress the need for a greater awareness of driving responsibilities on the part of all motorists.

ICC Approves Featherbedding

FEATHERBEDDING is one of those cute terms thrown about by employer groups to mislead people into giddy notions concerning Union agreements. Trucking spokesmen—the same people who plunder the poor owner-operator—duck and dodge behind such flippancy phrases as “featherbedding” to divert attention away from their wicked treatment of gypsies and falsely named “independent operators.” This gypsy junto in the trucking industry has been operating for years with the full knowledge of the Interstate Commerce Commission as the record in the truck-leasing case (Interstate Commerce Commission MC-43) reveals.

Abuse of Leasing

Featherbedding—by the abuse of gypsies and leasing—is nothing more than the artificial curtailment of the health and decency progress made in American economic life over the past century. The records of the Interstate Commerce Commission show the fanciful profits snatched by those carriers who own little or no equipment; the records of the Interstate Commerce Commission do not disclose the losses sustained by the gypsies and truck leasers who transport freight in interstate commerce at prices and rates approved by the “featherbedding boys.” The Interstate Commerce Commission, knowing that such prices and rates would demoralize the whole freight rate structure of the railroad and trucking industry, proved itself a set of “jolly good fellows” by paying no attention to such profitable tactics of their good friends in the gypsy trade. The Interstate Commerce Commission could do well for the country if it took an aggressive position in the present truck-leasing embroilment and put in their proper places these

More Examples of Abuses in Gypsy Operations Cited; Safety Precautions Ignored, Load Limits Forgotten, Owner-Operator Says

trucking “rugged individuals” and “know-how” seers.

Ample proof of the featherbedding abuses rampant in the trucking industry is contained in the Interstate Commerce Commission files. Mr. Kenneth Foster, General Manager of Foster Freight Lines, a large common carrier operating throughout the Middle West, testified under oath as follows:

Featherbedding Proof

“We know also that there are many carriers that do not own any of their own equipment who engage entirely in the practice of leasing owner-operators to transport all of their tonnage. In many cases this type of operator publishes with the Commission a reduced scale of rates that would not be made by an operator who does operate his own equipment. The reasons, of course, are obvious when considering the facts that perhaps without financial investment and equipment can eliminate the cost of personnel and safety departments, the necessary records to keep social security, income tax deductions, and many other types of employment records, such as vacations and paid holidays, and everything that goes with our normal run of employee relations. Also, with this operator, it is not necessary to maintain terminals and personnel to operate them because in most cases these operators specialize in the handling of truckload volume accounts, which practice in our opinion is in violation of the public convenience and necessity permit given them by the Interstate Commerce Commission because in

effect these operators place an unauthorized embargo on LTL Traffic which if handled would require terminal facilities, which of necessity would require an additional amount of investment either from a lease obligation or a capital investment. This type of operator does create a bad economic condition within the industry, and if the full responsibility is accepted by all authorized carriers as far as the general public is concerned then it will be necessary to eliminate those practices within the industry that tend to tear down its economic structure.”

Mr. Nordan, of Baltimore, also testified as to his experience as an “independent” owner-operator under the featherbedding practices which the truckers enjoy. He has been a driver for 25 years, and has covered most of the territory east of the Mississippi. From May 1946 to the middle of 1947 he was an owner-operator. He bought a tractor from a dealer who “got me a sort of deal and persuaded me to buy the truck.” The truck listed for \$10,000 but the dealer let him have it for \$7,468, requiring him to make a \$500 down payment but telling the bank he had paid \$2,500. He thought he could make money “and I was really fooled.”

Signed No Contract

He first leased to one carrier for eight months. It was supposed to be a long-term lease but he never got around to signing a contract. “Things got so rough that I could not keep the payments up.” The dealer from whom he purchased his truck then “finagled” him into buy-

ing a trailer and he "started gypsy-ing around with anybody who had a load of freight to pull." In buying the trailer, he thought he could recover his losses from operating the tractor.

He worked in excess of the prescribed hours as an owner-operator but not when he had been an employe-driver. Also, as an employe-driver he had kept an accurate log, but as an owner-operator "most of the time I did not even make a log." He carried one with him in case the ICC inspectors stopped him. No carrier ever asked him for a log. A majority of carriers never asked for his certificate of physical examination. He did not furnish a certificate to the carrier with which he had the supposed long-term lease.

Drove 36 Hours

While he was an owner-operator, "about the only rest I got was when I could not get a load." His longest continuous stretch of driving was 36 hours. "If business was right brisk, sometimes you would get 2 and 3 hours and sometimes you would not get any, depending on how fast you had to get to the next place to get the load."

Responsibility for the safety of the truck was "left entirely up to the owner" by every carrier. His had but one inspection, if it could be called an inspection. The man "just walked out in the yard and inspected it." No carrier to which he trip-leased checked his lights, brakes, flares, or horn, or questioned him about his hours of service. No control whatever was exercised over him by any carrier with which he had trip-leases. (He had with him copies of trip-leases entered into with seven carriers.)

As an owner-operator, he loaded "quite a few tons" beyond the legal limit; "you had to all the time" as much as you could "to get a load." Again this was contrary to his experience as an employe-driver where he found that "the majority of them

try to keep within the limits." The carriers for which he worked as an owner-operator knew he overloaded. Since he was paid on a ton-mile basis, he insisted on as much freight as he could get. He was fined only twice for overloading. As to how he evaded the weighing stations, "I do not know what the set-up is, but all the carriers seem to have prior notice that the Highway Commission was weighing, and they would give us that information in advance and give the route numbers to follow to avoid it."

No Carrier Involved

He once got a load where there was no carrier involved. "I was at a truck stop in New Jersey and they wanted to know if I would take it and I dickered for a while, . . . and then I took it from New York City to Baton Rouge, La." A truck stop is a place where "all the fellows congregate and the man selling the gasoline acts as a broker." It is a common practice to pay a dispatcher or terminal manager for a load, maybe a fifth of whiskey. If you do not give a present, you get so poor a load you cannot afford to handle it.

While an owner-operator, he made about 25c an hour based on books kept by his wife. He has never seen an owner-operator who made money, except during the war when they did pretty well. He knows quite a few who lost their equipment because of inability to keep up their payments. Trip-leasing should be abolished. "The poor guys are abused too much for the investment they have. A guy will work all his life for \$3,000 or \$4,000 and invest in a truck, and all these brokers will abuse him. In other words, they just get him down and kick him in his face."

His equipment was not maintained as well as company-owned equipment. "I did not have the money to keep it up like the company-owned equipment was kept

up." An operation conducted by leasing equipment of owner-operators cannot be as efficient as when the company owns its own equipment. . . .

Special Power Grant

It should be stressed by the Interstate Commerce Commission in its relations with the trucking industry, that a certificate to operate is not, like the privilege to engage in general business, a right of every citizen; and that it is a special grant of power by the Government to certain selected persons. In view of the unsavory conditions in the truck-leasing field, as outlined above, the Interstate Commerce Commission should insist that no one engage in interstate trucking without direct authority from the Commission. In this manner, capital invested in the trucking business will be given the opportunity to earn a fair return, and "feather-bedding" will be abolished.

Weather Affects Gas Measurement

To get more for your money in buying gasoline, you should have your gasoline tanks filled in the cool of the morning rather than wait until the heat of the day, reports Dr. Waldo Kliever, research director for an instrument manufacturer in Minneapolis.

Gasoline takes up more room when it is hot than when the temperature is down. Gasoline in a tank takes up more room when it is hot than when it is chilled. When William P. Odom took off on his Honolulu - New Jersey non-stop flight his plane tanks showed a capacity of 288 gallons. He actually had 300 gallons. He had chilled the fuel with dry ice and was able to get the extra gallonage in the gas tanks.

Dr. Kliever thinks that selling gasoline by weight might be a thrifty answer to the variable temperature-volume problem.

Map Free Labor Body in Geneva

FFOUNDATIONS for a new anti-Communist international trade union organization were laid in June at an important two-day conference in Geneva, Switzerland, attended by delegates from the AFL, CIO, Britain's Trades Union Congress, and labor organizations in 30 other countries.

Historic Conference

Formal establishment of the new international organization is expected to occur in November. It will be the democracies' answer to the Communist-dominated World Federation of Trade Unions, from which the CIO, the British TUC and Dutch central trade unions withdrew last January at a stormy meeting of the WFTU in Paris. The historic Geneva conference was called by the British TUC, whose chairman, Arthur Deakin, executive secretary of the British Transport Workers Union, was chairman of the WFTU's executive bureau.

The American delegates, headed by George Meany of the AFL, and James Carey of the CIO, settled on a common American policy at consultations in Washington prior to their departure for Switzerland.

Meany Heads Group

Mr. Meany, Secretary-Treasurer of the AFL, told the conference that the two American labor bodies were "joined here in the common cause" to discharge their international obligations and responsibilities. James Carey, Secretary-Treasurer of the CIO, said: "The AFL and the CIO are lending their united strength to the creation of a new international trade union group because they realize that such a group must be born in unity."

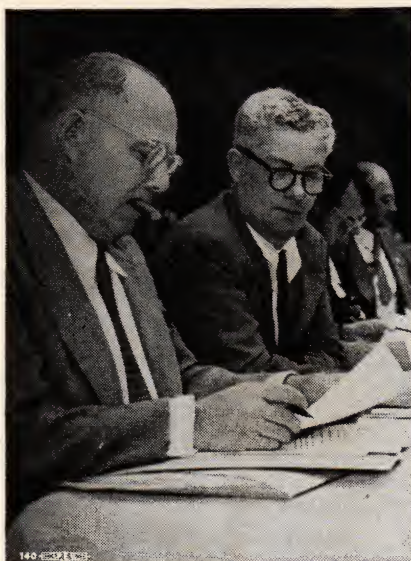
The 127 delegates and observers attending the meeting represented organizations with an aggregate membership of some 43,000,000

Delegates from 32 Countries Attend Parley To Establish International Federation of Unions, Democracies' Answer to the WFTU

workers, with the AFL and CIO delegates jointly representing 13,500,000, the largest single group of national workers. George P. Delaney, AFL International Representative, was the second AFL delegate, while the alternates were Irving Brown, European representative, and William J. McSorley, Sec-

retary of the International Relations Committee.

On convening in the Plainpalais Neighborhood Community House, the delegates were welcomed by Robert Bratschi, President of the Swiss Trade Union Federation, who established the keynote of the conference by saying it was necessary to recognize that the "trade unionists of Communist allegiance have not modified their aims and tactics since the second World War. It became even more evident that they were seeking to use the WFTU as an instrument of their policy, and this line was particularly noticeable in connection with the European Recovery Program. . . . The divergencies of outlook between East and West are fundamental and extend to everything which makes life worth living. It would be dishonest not to draw the conclusions from the situation created within the WFTU; and honesty is one of the vital conditions of all cooperation, for without it there can be no confidence on which to build workers'



George Meany (left), Secretary-Treasurer of AFL, confers with AFL Delegate George P. Delaney at Geneva parley.



Representatives of the International Trade Secretariats at conference included, left to right, Mark Hewitson, J. H. Oldenbroek and Martin Bolle. Labor leaders from free nations laid plans for an independent world labor organization.

organizations or international relationships."

In the election of officers which followed Bratschi's address, Paul Finet of Belgium, was chosen chairman. Vincent Tewson, Executive Secretary of the British TUC, was elected secretary.

Four basic principles which should serve as the foundation of the proposed international federation were, he said:

1. The organized unity of free labor.

2. A complete divorce from big power politics with the rights and privileges of both large and small trade union centers fully recognized.

3. The cooperation of the International Trade Secretariats must be secured for the new venture from the outset so as to guarantee their independent autonomy while assuring sound relations between the two bodies.

4. Universality.

Mr. Meany recommended that the seat of the new body be located in Western Europe which, he said, had contributed some of the most basic and highly valued traditions of trade union organization.

He stressed that the proposed organization would have to assist the fledgling Latin American unions to protect the social rights of workers as the industrialization of South America develops, and he added that the Asian trade unions must also be welcomed, and aided.

Vincent Tewson and Arthur Deakin of the TUC dwelt on the need to give the new body a solid foundation based on good faith, good will and a constructive program so that it could do a real job.

"While the policy in general must maintain the means by which it can counteract outside attacks from the extremes, whether left or right, its main direction must be positive—positive all the time," Mr. Deakin said.

On the second day of the meeting, a comprehensive program for the projected November meetings received enthusiastic endorsement.

Teamsters Back Free Union Movement

Upon request for a contribution to help in the work being carried on by the American Federation of Labor in Europe towards the establishment and strengthening of the Free Trade Union Movement of Europe, which is opposing the Communistic form of labor unions in Europe, the International Union considered the request of President Green for a continued donation from our Brotherhood. The General President brought the matter to the attention of the General Executive Board. The Board instructed the General President to use his own judgment and make a contribution not higher than the one made last year, which was \$10,000. Therefore, the General President forwarded to Matthew Woll, who is handling this fund for the Federation and who watches its distribution carefully, the following letter:

Mr. Matthew Woll, President,
Union Labor Life Insurance Co.,
570 Lexington Avenue,
New York 22, N. Y.

Dear Brother Woll:

Enclosed please find check for \$10,000, which is the contribution of the International Brotherhood of Teamsters to the Free Trade Union Committee of which you are chairman. Kindly acknowledge receipt of same.

Very sincerely yours,

DANIEL J. TOBIN,
General President.

Mr. Woll acknowledged the contribution as follows:

Dear Friend Dan:

My heartfelt thanks for your kind note and most generous contribution of \$10,000 to the work of the Free Trade Union Committee.

I cannot begin to tell you what a splendid effect your contribution has had on other members of the Committee and how much it will inspire and stir us to further efforts in behalf of human liberty and free trade unionism throughout the world.

Your splendid contribution to us comes at a most welcome turn of affairs in our work. The A. F. of L., through the voluntary contributions made by its affiliates, has been able to become the dynamic and decisive force in the ranks of international labor for bona fide free trade unionism and human liberty and for the unification of world labor on the basis of a constructive and democratic program. At this moment, when the Communist-dominated World Federation of Trade Unions has suffered heavy blows and when the first steps towards a positive realignment of the forces of world labor are being taken, the Free Trade Union Committee is confronted with many important tasks. Had it not been for your superb support and that of the International Brotherhood of Teamsters, we would find it a little more difficult to carry on with full enthusiasm and determination as we are doing now. We feel now that with the encouragement from the Brotherhood of Teamsters, and through your help and influence we can meet the challenge of the Communists and thereby place on a sound foundation our Free Trade Union Movement amongst the European countries where we know the majority of the people are opposed to Communism and stand for our form of liberty. I am sure also that this contribution of the Teamsters of \$10,000 will also encourage several other A. F. of L. organizations not only to continue their past contributions, but to increase them.

It is in this spirit that I close with my sincerest appreciation of your fine cooperation and very valuable support of our activities in behalf of our common ideals and goals.

Appreciatively and fraternally yours,

MATTHEW WOLL.

CHICAGO-BLACK HILLS HIGHWAY

AMERICA has many interesting highways to meet the commercial and recreational needs of the population. But few in the country will surpass the Chicago-Black Hills highway in variety of scenery, historical background, industrial versatility, and types of commercial needs served.

Crosses Six States

This highway, variously known as the "Black Hills Highway," "Chicago Black Hills Highway" or "Chicago-Black Hills-Denver Highway," extends from the heart of the Middle West to Denver, Colo., traversing parts of six states. The road begins on the shores of Lake Michigan and either of two routes may be taken westward. One begins at Chicago, U. S. 20, and passes through the rich industrial section of Northern Illinois to the Mississippi, coming into Iowa at Dubuque. Alternate routes around Chicago are offered with one leg of the road coming in from Valparaiso, Ind., and going through Joliet and Aurora and thence joining U. S. 20.

The other route from Lake Michigan begins at Milwaukee, Wis., an important industrial and transportation center. This road, U. S. 18, goes westward from Milwaukee across the rich dairy country of Southern Wisconsin and passes through Madison, the state capital and home of the famous University

of Wisconsin, which has had a strong influence in progressive and labor thinking in the United States. The road goes westward to Iowa.

Both the Wisconsin and the Illinois routes pass across Northern Iowa, one of the richest farming areas in the country. Route 20 becomes U. S. 52 into Iowa and thence Route 3 directly across the state, passing through such centers as Oelwein, Waverly, Allison, Hampton, Humboldt, and leaving the state near Akron and heading down toward Vermillion, S. Dak., in the Missouri River valley and thence northward where it joins U. S. 18 coming into the state near Menno, S. Dak. U. S. 18, which crosses into Iowa from Wisconsin at McGregor, Iowa, passes along the extreme northern section of Iowa through Charles City, Mason City, Algona, Spencer, and Sheldon.

Farming Country

The Wisconsin-Illinois-Iowa areas through which the famous highway or highways pass are similar in character. These regions contribute much to the farming and stock-raising assets of the country.

It is from the state of South Dakota, however, that the highway receives its name and principal associations in terms of history and vacation attractions. It should not be forgotten that the highway, in addition to the important scenic areas of

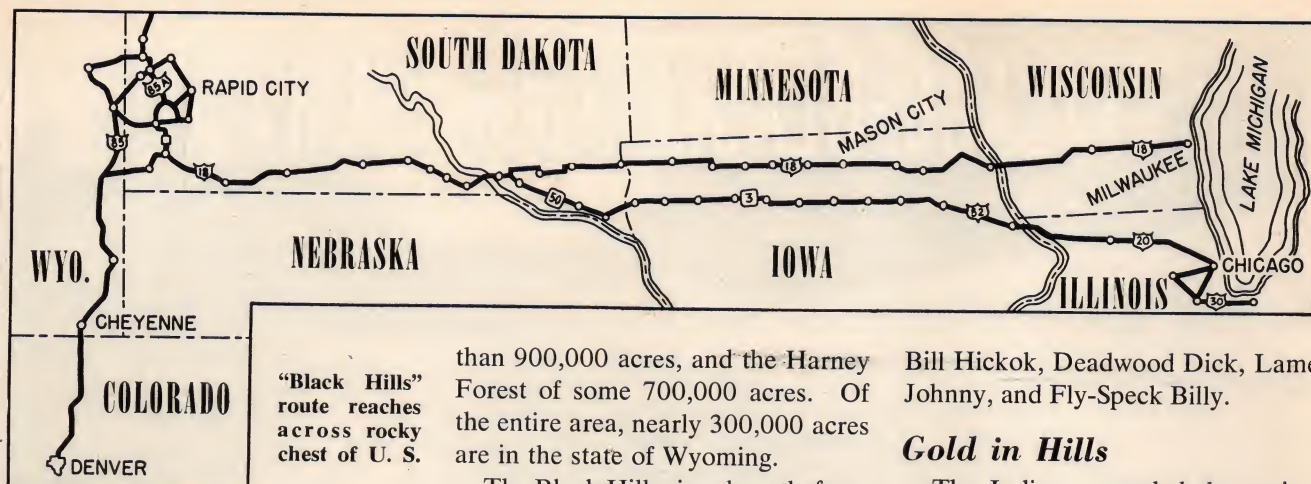
the state, serves important commercial needs. South Dakota is less known generally than many other states and often is regarded only as a geographic area in which the Badlands and Black Hills are located.

The state, however, has important commercial, industrial and agriculture attributes. Three-fourths of the state's income comes from livestock—cattle, hogs, sheep and poultry. And the processing of farm products takes precedence over all other manufacturing in the state.

Indian Population

South Dakota has the country's fourth largest Indian population with the majority of its members of the Sioux. The Indians are mainly ranchers and farmers. The Black Hills Highway passes through two reservations, the Rosebud and Pine Ridge. At the edge of the Pine Ridge agency is the Badlands area set aside by the Government as the Badlands National Monument, a tract of 150,000 acres and regarded as one of the most spectacular examples of erosion and weathering to be found any place in the world. Strange and fantastic formations of rock are shaped like pinnacles, spires, towers and castles.

In the Badlands area have been found remains of many prehistoric creatures—saber-toothed tiger, three-toed horse, and ancestors of the hog, the camel and the rhinoceros.



ros. The eerie beauty of coloring of the Badlands in a section where once roamed the great prehistoric beasts is one of the most unusual attractions to be found in America.

The citizens of South Dakota are active in promoting the attractions of their state whether the tracts are in the state or Federal domain. The Black Hills and Badlands Association and the Chicago-Black Hills Highway Association are both active in extolling the scenic, recreation and vacation attractions of the state.

Several stages of history are apparent in the journey through the state toward the Badlands and the Black Hills. The prehistoric stage is apparent in the Badlands. The stage in which the Indians roamed the hills and plains of the West is shown in the reservations. In fact, the traveler can see Indians living as they did decades ago, many living in tents or tepees. The region is flourishing today, thanks to its modern methods of farming and manufacturing. Hydroelectric projects such as the Angostura and Fort Randall sites contrast sharply with the Indian settlements.

Scenic Region

Chief scenic area along the entire Chicago-Black Hills-Denver Highway is the 1,500,000-acre region known as the Black Hills. This area really consists of two national forests, the Black Hills totalling less

than 900,000 acres, and the Harney Forest of some 700,000 acres. Of the entire area, nearly 300,000 acres are in the state of Wyoming.

The Black Hills rise abruptly from the prairie as the traveler approaches. The hills are on a great limestone plateau some 6,000 to 7,000 feet high. Before the white man came the Sioux Indians occupied the territory and called the mountains "Paha Sapa" which means "Black Hills" in the Sioux tongue. The name is apparently given due to the dark appearance of the timbered hill areas as contrasted to the prairies.

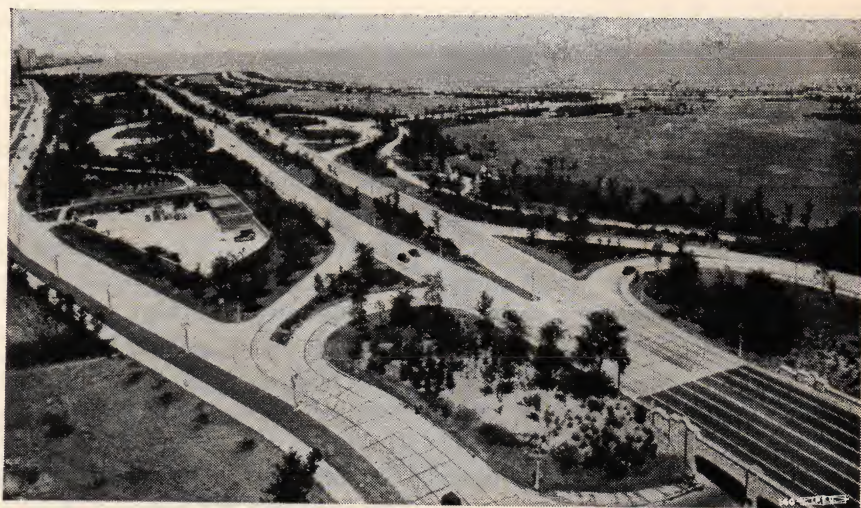
Wild Bill's Precinct

The Black Hills country is rich in Western lore, scenery and natural resources. Some of the most colorful characters of the Old West came from these parts. Many lived, gambled, fought and died, often violently, by hanging or gunfire in the mining camps of the Black Hills. Some of the names associated with the past are Calamity Jane, Wild

Bill Hickok, Deadwood Dick, Lame Johnny, and Fly-Speck Billy.

Gold in Hills

The Indians regarded the region as sacred and it was not generally inhabited until the 1870's when the discovery of gold started the boom in minerals. South Dakota is the scene of the last big gold rush which began roughly in 1876. Gold has been to the Black Hills what corn and hogs have been to the Corn Belt and cotton to the South. Gold was discovered just two years after the Government sent General George A. Custer into the Black Hills to secure topographical data. After the Sioux Indians relinquished their claim in 1876-77, the country was thrown open to settlement. In April, 1876, the famous Homestake lode was discovered and this claim was sold to the Homestake Mining Company interests which developed it into the largest gold-producing mine in the United States. One-eighth of the gold mined in the U. S. comes from the Black Hills region.



The Chicago-Black Hills-Denver Highway begins at Chicago, along banks of Lake Michigan, extends to towering hills of South Dakota and Colorado.

It is claimed that the Black Hills offer a greater variety of minerals than any area of similar expanse on the surface of the earth. Some of the minerals found include, in addition to gold, lead, zinc, tin, copper, iron, tungsten, lithium, mica, amblygonite, beryl, columbite, and feldspar. The state of South Dakota calls the over-all Black Hills area, beyond the confines of the national forest and embracing some six million acres, "the richest 100 square miles on earth."

Timber Territory

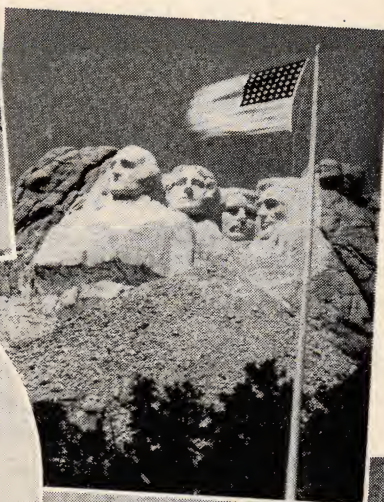
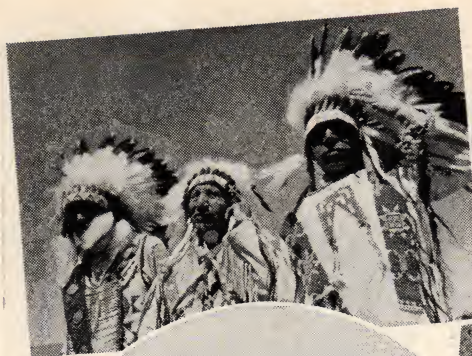
In addition to the mining as an industry, timber is a major contributor to the wealth of the region with an annual growth of 50 million board feet a year. The forests here were the first to be put under scientific management. Lumber, railroad ties and mine timbers are the chief products manufactured from Black Hills timber.

But timber and mining, as important as they are, do not attract the traveler's attention to the degree that the many tourist points of interest claim attention. Of major interest is, of course, Mount Rushmore National Memorial. Four giants of American history are memorialized in granite on the sides of Mount Rushmore. Each figure represents, according to the conception of the sculptor, Gutzon Borglum, four great periods of American development.

Big Four in Rock

George Washington symbolizes the founding of the nation. Thomas Jefferson, as idealist and architect of the Republic and as President and exponent of national expansion, is one of the big four. Abraham Lincoln preserved the Union. Theodore Roosevelt was the great exponent of conservation and the "square deal."

"Mount Rushmore dwarfs the Great Sphinx at Gizeh, Egypt," proclaims the state of South Dakota in its literature and submits comparative drawings as proof. The total



Indians don colorful tribal costumes (upper left) for photographer at Dakota celebration. Mt. Rushmore memorial (upper right) in Dakota is marvel of sculpture and engineering. "Black Hills" country is noted for (1) cowboys and (2) buffalo, both of which contributed greatly to colorful history of early America.

height of the sphinx is 66 feet while that of the head of Washington carved out of the mountain granite from chin to hairline is 60 feet. It is another 540 feet from the chin to the base.

Coolidge Dedication

The memorial was dedicated 12 years ago this month, August 10, 1927, by the late President Calvin Coolidge. He also made the Black Hills famous as the site of his famous declaration, "I do not choose to run."

Deadwood, S. Dak., is the scene of an annual "Days of '76," pageant and rodeo. This celebration fea-

tures such acts as the shooting of Wild Bill Hickock, stagecoach hold-ups, attacks by the Sioux Indians, and miners, settlers, in colorful pageantry. The 1949 celebration is scheduled for August 4, 5, 6, and 7. The rodeo includes prizes for cowboys saddle bucking, bareback bronc riding, bulldogging, calf roping, and Brahma steer riding.

Passion Play Site

Contrasted to the Wild West atmosphere of the Deadwood celebration is the Black Hills Passion Play begun in July at Spearfish; it is an annual presentation. The play runs through July and August and is said

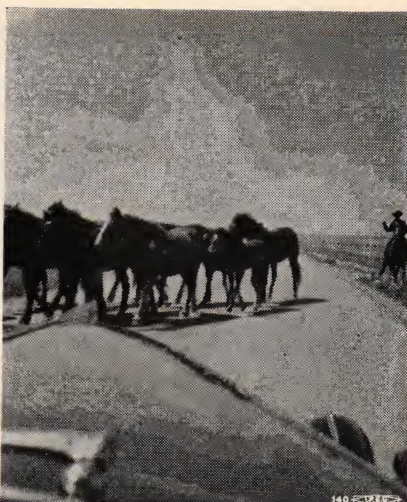
to be one of the most unusual presentations of the sacred story to be found any place in the world.

While the Black Hills offer unusual highlights in a journey from Chicago to Denver, over this highway, other attractions await the traveler on other parts of the route down in Colorado.

Southward on U. S. 85 the highway passes down to Cheyenne, the capital of Wyoming, and into northeastern Colorado and thence to Denver, the state's capital. Cheyenne is not only capital of Wyoming, but is the commercial trade and transportation center for an extensive area. In fact, the founding of the city began in terms of transportation, for U. S. Army officers and engineers of the Union Pacific Railroad founded the city. Cheyenne, named after an Indian tribe, calls itself the "magic city of the plains." But in its early days it was a rough and tough town and soon became known as "Hell on Wheels."

Frontier Celebration

Some of the characters, known also in the Black Hills country, were early celebrities of Cheyenne—Wild Bill Hickock, Deadwood Dick, Butch Cassidy, Cattle Kate, Calamity Jane and Poker Alice. These and many others relive in the annual celebration known as Cheyenne



Highway stretches through colorful "cow country," steeped in history.

Frontier Days. Held in the last week in July, the celebration features one of the world's greatest outdoor rodeos, and a pageant of transportation since 1860.

Strategic Location

Transportation is a key to Cheyenne's present day importance. A railroad, trucking, bus, and air center, the city is strategically located for all forms of travel and freighting.

The great distances in the intermountain area place a special premium on all forms of passenger and freight transportation. These distances and their relation to transportation needs have greatly influ-

enced the whole history of the West.

On down U. S. 85 the road traverses northeastern Colorado toward Denver. Colorado's capital is an important center for industry, Government, and tourists in the West. Denver has been called a "little capital of the U. S." since it has more Federal Government offices in it than any other city in the country outside of Washington, D. C. It also calls itself the "mile high" city and is the highest large municipality in the U. S. in altitude location.

Industrially the city is important because it is both a manufacturing center of importance and is a distributor for the intermountain area. Some 35 motor truck carriers are centered in Denver and truck freighting is a growing industry in the intermountain states. Denver regards its market as embracing all of Colorado, New Mexico, Wyoming, and parts of Utah, Montana, Arizona, South Dakota, and Nebraska. This area of long distances is particularly dependent upon motor truck freighting. Although Denver is a key railroad center, it is becoming an increasingly important truck center for short hauls as well as for long over-the-road deliveries.

Denver End of Line

Denver lies literally at the end of the Great Plains with their rich farming and stock assets and at the beginning of the Rockies with their great wealth of minerals and timbers. Denver is also close to many points of scenic interest and the enterprising convention bureau has developed several short trips enabling the traveler to make the most of a short stay in the capital. Some of the Colorado areas include the Pikes Peak region, Mount Evans, and numerous mountain parks.

In short, as a terminus to a colorful Black Hills highway, Denver offers many an asset to the traveler whether his business is vacationing or in the interest of transportation, distribution or industry.



Majestic ruggedness of Black Hills provides scenic extravaganza seldom matched by the artistic hand of nature. In this picturesque setting, Wild Bill Hickock and Calamity Jane wrote a rip-roaring chapter in the lore of the old "Wild West."

Toll Road Idea Is Growing in States

Toll roads are being considered by many states, according to a recent survey. In Oklahoma, private capital refused the risk involved in construction of an Oklahoma City-Tulsa Turnpike. The state now seeks a Reconstruction Finance Corporation loan of about \$35 million despite the long-standing Congressional policy of disapproval of toll roads; even privately-financed ones.

Gov. Sidney McMath has asked the Arkansas Highway Department to investigate the practicability of constructing toll roads on stretches of highways which he said present prohibitive cost factors because of the rugged terrain. He would have them consider stretches of U. S. 70 between Little Rock and Hot Springs for toll development.

The Missouri Highway Users Conference has gone on record as opposing proposed toll road construction in Missouri, including a proposed trans-state road from St. Louis to Kansas City.

Trucks Vital, Says Oregon's Governor

The real need for truck transportation was underscored by Gov. Douglas McKay of Oregon at a recent meeting of the 41st Governors' Conference held in Colorado Springs, Colo.

Answering criticism of trucks on highways, Gov. McKay said trucks of considerable size were necessary in his state inasmuch as Oregon has only 2,200 miles of rail lines and no more railroads are being built.

"We have to have trucks to get the products of our farms and ranches to market," said McKay. The Council of State Governors has been requested by the Conference to give consideration to the possibility of the adoption of "reasonable and uniform maximum standards" for motor truck transport.

Drive in the Dairy Division

(Continued from page 12)

distribution involves extra expense and time in going to the store and also involves possible accident hazards in cases where children are sent for the shopping.

To get such a home delivery or "selling service" campaign started the conference chairman believes that each dairy local should send a letter to every AFL union in his territory soliciting for their drivers the patronage of all members, and stressing the fact that the union milk salesman brings a dairy to every kitchen at small cost.

At the April meeting of the conference's executive board the chairman was instructed to appeal through the columns of THE INTERNATIONAL TEAMSTER to all brothers living in the New England states to patronize union milk salesmen and avail themselves of home delivery service.

It was also brought out at the April meeting that the H. P. Hood Company, operating in New England, does not employ union help and moreover the company has bitterly opposed efforts to organize the employees. The dairy workers believe that these facts should be brought to the attention of everyone living in the Hood company trade

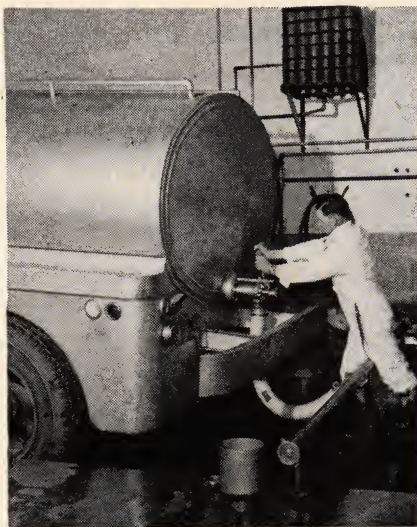
territory in order that good union men might judge for themselves.

One of the greatest advances made in employer-employee relationships in the last several years has been the adoption of pension plans. Such a plan is envisaged by those affiliated with the International Dairy Conference. The conference regards the Government's Social Security payments as merely a "bread and butter ration" and that in order to maintain a decent standard of living something additional will be needed. Such a plan is part of the long-range thinking and planning of the conference. Any pension plan will have to come about, believe the officers of the conference, through the development of good labor-management relations, with both employer and employee working diligently in the interest and efficiency of his industry.

The progress made in considering pension and welfare plans in the dairy industry is in line with modern labor thinking and action. While the members of the dairy division do not expect overnight miracles in the pension effort, they do expect and hope for definite achievements in the not too distant future.

Another step in the long range program includes the improvement in the informational background of the membership, particularly as it concerns the labor movement. Each new member will be informed and requested to learn what union labor stands for. He will be shown what gains labor has made in the U. S. and what stakes there are in a strong union of active members.

These and other goals in the long-range program have set high sights for the International Dairy Conference, but the members have expressed themselves enthusiastically in behalf of an active working group which will bring new gains to every dairy worker in the Teamsters' jurisdiction.



Milk brought in by truck tank is drawn out at an evaporation plant.

Chicago Story One of Success

(Continued from page 17)

Teamsters since that day have gone along 100 per cent in peace, though not always in perfect harmony with the Chicago publishers, President Tobin said, "This is why trade agreements should continue to prevail. Each side participating in a wage contract should meet the contract with open minds and be willing to give and take as much as possible so that injury to property, stoppage of work, unemployment or other bitter conditions may not prevail. They will not prevail if contracts and agreements are entered into honorably and faithfully observed during the life of the contract. If there is any hope of reaching an

agreement, men should not stop work if humanly possible the next day after the expiration of the contract."

Scrupulous adherence to its contracts is another of the reasons why Local 706 has been able to steadily gain better wages and working conditions for its 1,200 members. Even under the best of conditions, however, the life of a driver of a Chicago newspaper truck is not an easy one, and he richly deserves all the benefits that come his way.

Fighting the Windy City's snarling traffic in all kinds of weather is a man-sized chore for the hardest trucker.

Teamsters Thanked For Bond Support

Grateful acknowledgment of the Teamsters' participation in the United States saving bond program has been extended in a letter received from the Treasury Department by General President Daniel J. Tobin. The letter follows:

Dear Mr. Tobin:

This is to acknowledge and thank you for your letter of June 16 concerning participation of the International Brotherhood of Teamsters in the savings bonds program of the Treasury.

The labor movement in general and your Brotherhood in particular has done an outstanding job in promoting the sale of U. S. Savings Bonds ever since the beginning of this program, back in 1941, and I am happy to advise that this interest has not declined. It is true that the increasing cost of living together with the dislocation of employment here and there have had an adverse effect on this program. However, in spite of all this, approximately \$33 billion of Series E bonds are presently outstanding and, since most of these bonds were purchased by workers through payroll savings plans, it is evident to me that the support given this program by you and your associates in the labor movement has been for the best interest of the workers.

I want to take this opportunity to express the appreciation of the Labor Division and my own personal appreciation.

Sincerely yours,

(s) A. J. DUNN,
Consultant, Labor Division.

League Supports Miller in Virginia

Organized labor in Virginia is making a determined effort to defeat the Byrd machine and elect Francis Pickens Miller governor.

Joseph D. Keenan, director of Labor's League for Political Education, declares:

"If Miller is elected, the stranglehold of the Byrd machine will be broken and the way will be open to securing decent conditions for the working people of Virginia."

In a letter to General President Daniel J. Tobin urging all-out action by Teamster locals in Virginia, Keenan said the defeat of the Byrd machine "will be a political victory that will encourage our friends in every other state."

A defeat of Senator Harry F. Byrd's organization, the AFL league official continued, will help labor in the congressional elections of 1950.

Election time will be only days away by the time readers of THE TEAMSTER receive this issue. Members of the International have been urged to remember that Byrd is Taft's right-hand man in the Senate.

Pennsy Turnpike Will Be Extended

The famous Pennsylvania Turnpike is to be extended. Plans are virtually completed for the extension work on the highway to begin this fall. Extension on both ends of the present pike will provide expressway traffic lanes from Philadelphia to Petersburg, Pa.

New Jersey and Ohio are working on turnpike proposals and engineers say that soon a high speed expressway from the Hudson River traffic tunnels in New York will extend to the Ohio-Indiana border.

Turn Signals Pass Indiana Court Test

Automatic turn signal devices were ruled adequate by an Indiana court which heard arguments in a suit for damages resulting from a highway accident.

A passenger car crashed into a truck, the driver of which did not hold out his hand to signal such a turn, but evidence was introduced to show conclusively that the flashing turn signal was operating and did operate at least 200 feet before the turn was attempted. The defense introduced a state certificate approving the device with which the truck was equipped.

Wisconsin Passes An Inspection Law

The Wisconsin State Legislature has passed a compulsory motor vehicle inspection law which opponents term "a garageman's bill."

The new law makes it mandatory for each vehicle to be inspected at a fee of \$1 each. Proponents of the bill said the bill was necessary in order to cut down motor accidents, for which mechanical defects have been held responsible.

Under the law, operators of 15 or more vehicles may qualify to inspect their own vehicles.

New Development Claimed By Spark Plug Maker

A new feature in spark plug insulators is made of a synthetic sapphire substance in bond manufactured from pure aluminum oxide of aviation quality, according to the manufacturer. Improved performance, longer life and more miles to the gallon are said to be attained with the new plugs. Center electrodes are of one-piece construction.



Truck Refrigeration Unit Easy to Install

Easy installation and space-saving size are features claimed for a new automatic truck refrigeration unit. The unit is complete in itself and occupies a floor space of only 21 by 25 inches.

It maintains a thermostatically-controlled temperature of 40 degrees. The unit weighs less than 400 pounds and can be installed in any medium truck body.

Another feature of the product is a dual power drive, combining both a gasoline engine and an electric motor operating independently of the truck engine for on and off the road service.



Heavy-Duty Shock Has More Cushioning Capacity

A new heavy-duty shock absorber, with a pressure chamber of one and three-eighths inches, has approximately double the cushioning capacity of the standard one-inch shock absorber, its manufacturer claims.

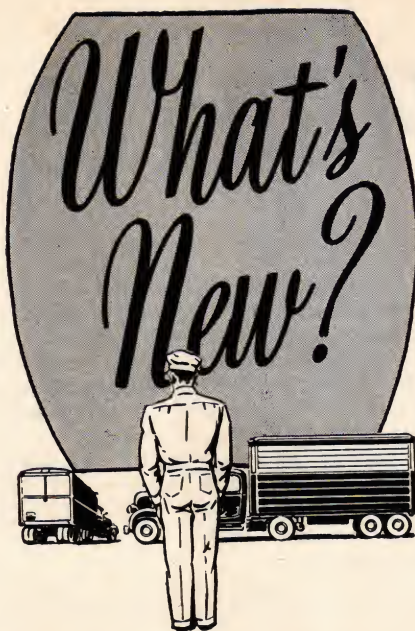


Bolt Cutter Affords Two-Ton Cutting Power

Cutting of case hardened bolts, skid chain cross links and sheet metal screws is said to be made easier with a new cut bolt cutter featuring a special center and chisel type jaws. Specially heat-treated, the jaws of the device are made of forged steel.

Compound leverage makes it possible to exert two-ton cutting power at the jaws and 50-pound pressure at the handles. The device is available in 18, 24, 30 and 36 inch sizes, with capacities up to seven-sixteenths of an inch solid rod.

Names of makers of the products described on this page may be obtained by writing New Products, THE INTERNATIONAL TEAMSTER, 810 Rhode Island Avenue, N. E., Washington 18, D. C. In making inquiries, correspondents should specify items in which they are interested.



Portable Wheel Changer Is Mounted on Casters

Mounted on casters to provide a skid, a new wheel changer for removing and replacing dual and single wheels is portable. Unit is slipped under the raised vehicle and a crank handle is used to raise or lower the assembly.

With the unit, the wheel comes off parallel with axles regardless of floor conditions and can be replaced without damage to grease container, the maker says. Changer is built to handle assemblies weighing up to 1,500 pounds.



Portable Paint Sprayer Has 40-Pound Pressure

A portable paint sprayer recently placed on the market features a one-third horsepower unit with one full horsepower paint spraying performance. The manufacturer says the unit was

designed specifically for spray painting, where low air pressure and large volume is desired.

Delivering 40-pound working pressure, the paint sprayer has ample volume to operate standard spray guns. It plugs into any 110-120-volt a. c. line.

The compressor is 15 7/8 inches long, 11 1/2 inches high and 7 1/2 inches wide at the base. The motor has a safety cutout overload switch, and there are no exposed moving parts. Cooling fins provide continuously cool operation.



Truck Loader Features Easy Installation

With a newly-marketed truck loader, a driver can pick up and deposit up to 1,000 pounds within a radius of seven feet without moving the truck. The loader has independent winch controls for boom and hoist lines. Either can be operated without affecting the other. The unit is installed by boring hole in bed and fastening socket to frame.



Passing Mirror 'Looks Around' the Car Ahead

Claimed to be the first passing mirror introduced, a "passing eye" device which the manufacturer says will look around the vehicle ahead and tell when it is safe to pass is now available.

The double-mirrored unit has a high safety value and is an attractive accessory, the maker reports. It is designed to give a driver clear vision of oncoming traffic and the road ahead from behind a truck or a line of traffic.

Chrome finished, the device has mirror glasses one-eighth of an inch thick with weather sealed backs and edges. The bracket is a die casting, and the clamping flange is of the clip-on type, requiring no drilling for installation. Each mirror is adjustable and of weather resistant, theft proof construction, the maker claims.



Passing mirror gives driver view beyond traffic ahead of him.

Relax WITH US

I Told You So!

Dispatcher: "If a man steals, no matter what, he will live to regret it."

Driver: "Oh, come now. Didn't you steal kisses from your wife before you were married?"

Dispatcher: "Well, you heard what I said."

★

Playing It Safe

Local temperance worker: "Stop! Do you think a glass of that vile stuff will quench your thirst?"

Clerk: "No, Ma'am. I'm gonna drink the whole bottle."

★

Stout-hearted Man

The woman lion tamer had her beasts under perfect control. At her summons the fiercest lion came meekly to her and took a piece of sugar out of her mouth. The circus crowd marveled—all except one man.

"Anybody could do that," he yelled from the audience.

"Would you dare to do it?" the ringmaster retorted scornfully.

"Certainly," replied the man in the audience. "I ain't no more afraid of her than the lion is."

★

Nice Stone of Voice

A charming Southern belle named Tandie was being courted by a rather stern young banker. When queried by a friend about the prospects of a matrimonial alliance, Tandie said flatly: "If that stuffed shirt proposes, I'll give him nothing but a deaf ear."

But less than a week later Tandie was wearing the young banker's diamond. Her friend commented, "I thought you said you'd be deaf to any proposal from him."

"Yes, I did," Tandie admitted, looking at the great, gorgeous diamond in the engagement ring. "But I didn't say I'd be stone deaf."

★

Like He Said

When John Johnson applied for his special chauffeur's license in the crowded license bureau, an officer shoved a paper across the desk. "Write your last name first, and your first name last," he said hurriedly.

"How's that again, sir?" asked Johnny, somewhat confused.

"Like I said before," replied the officer ... "Backwards!"

Johnson shrugged his shoulders. After all, they knew what they wanted. Laboriously, he wrote: "nhoJ nosnhoJ."

'The Hard Way!

The truck dispatcher was out with his new girl friend. He rounded a bend at close to forty. A sudden skid and the car overturned. They found themselves sitting together, unhurt, alongside the completely smashed car. He put his arm around her waist, but she drew away.

"It's all very nice," she sighed, "but wouldn't it have been easier to have run out of gas?"

★

Problem

Personnel Manager: "Doctor, remember last summer you recommended I go out with girls to get my mind off my business?"

Doctor: "That's right. How did it work?"

P. M.: "Fine, but now can you recommend something to get my mind back on my business?"

★

Difficult Situation

Grease Monkey: "It's awful. My wife doesn't get to sleep before four in the morning."

Parts Clerk: "Does she go out to night clubs or to bridge parties?"

Grease Monkey: "Neither. She sits up and waits for me."

★

More Than Content

Warehouseman Willie was attending a party. As he stood in a corner, a large woman with a plate full of small cakes bore down upon him. "I'm your hostess," proclaimed the lady. "Could I interest you in a hot cookie?" "No thanks," said Bill, "I brought my date along."



"I wanted two quarts!"

Had a Kick Coming

Mac: "Why did you kick my dog?"

Sandy: "He raised his leg and I thought he was going to kick me."

★

He Got a Shock

A man was arrested for assault and battery and brought before the judge.

Judge: "What is your name, occupation, and what are you charged with?"

Prisoner: "My name is Sparks. I am an electrician, and I am charged with battery."

Judge: "Officer, put this guy in a dry cell."

★

Foresight

A German was a guest of a Frenchman who asked him how they distinguished in Germany between an optimist and a pessimist.

"It's very simple," the German replied. "The optimists are learning English, the pessimists Russian."

★

Definition

Small boy writing answers on an anatomy test:

"Your legs is what if you ain't got two pretty good ones you can't get to first base, and neither can your sister."

★

Revenge

Sadie: "So they eloped and got married."

Jerry: "And her mother—has she forgiven them?"

Sadie: "I don't think so. She's gone to live with them."

★

The Married Handicap

A very short man married a widow who was much taller than he and much larger. A few weeks after the wedding one of his friends noticed his glum look.

Friend: "What's the matter? Isn't your wife agreeable?"

Man: "She's kindness itself."

Friend: "Isn't she a good housekeeper?"

Man: "None better in the world."

Friend: "Then what's the matter?"

Man: "I'd be perfectly happy if people would only stop calling me 'the widow's mite.'"

PHOTO CREDITS

Inside front cover—Thompson's Dairy, Washington, D. C.

Pages 7-12—Department of Agriculture and Ransdell Inc.

Page 15—Mansfield (Ohio) News-Journal.

Pages 25-27—Public Roads Administration.

Inside back cover—M. B. Crampton, Indiana State Police, especially released to The Teamster by the Traffic Institute, Northwestern University.

BLOW OUT!



In **HOT** months Careful Teamsters
CHECK TIRES OFTEN!

Don't Be Sorry...

BE SAFE!

TEAMSTER *Serving* TEAMSTER
Be Sure a Brother Unionist
Delivers
Your Milk

A large, detailed illustration of a man in a light-colored suit, a bow tie, and a peaked cap. The cap has "Union Dairy" written on it. He is smiling and holding a wooden milk crate filled with several glass milk bottles. The background behind him is a solid reddish-pink color.

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